

SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A Weekly Newspaper for Seafaring Folk and their Friends.

No. 21.—VOL. 3. [Registered at the General Post Office] SATURDAY, FEBRUARY 15, 1890. [For Transmission Abroad as a Newspaper.] ONE PENNY.

AS OTHERS SEE US.

Resolution passed at meetings of seafaring men in London, Liverpool, Glasgow, Cardiff, Hull, Sunderland, Dundee, Shields, and other ports:—"This meeting pledges itself to support SEAFARING."

Ship Masters' and Certificated Officers' Union.—"Having the largest circulation in the world of any paper connected with shipping, SEAFARING is the best medium for advertising the wants of seafaring men."

Morning Advertiser.—"Able and smartly written."

Daily Chronicle.—"An ably conducted and interesting paper."

Reynold's Weekly Newspaper.—"A bright little paper."

Literary World.—"Will be appreciated by all who go down to the sea in ships."

Coast Seamen's Union (San Francisco).—"Delightful and interesting, and a worthy champion of the sailors' cause."

Star.—"What sailors are interested in, and need to know, is culled from all quarters."

Liverpool Daily Post.—"Fast winning a foremost place under the title of SEAFARING. Most popular with seafaring people."

Liverpool Mercury.—"The variety of matter with which it is replete, and the information which it contains, justify its claim to be 'the organ of the seafaring class.'"

Liverpool Echo.—"Nominal price and multifarious attractions."

The People.—"It will be useful to those in whose behalf it has been started."

The Democrat.—"Did useful work."

Seaboard (New York).—"Bears that peculiar, indescribable air that most newspaper men recognise as a warranty of long life and prosperity."

Weekly Budget.—"A career of much prosperity and usefulness."

Cambridge Free Press.—"Interesting to everybody."

Mercantile Marine Service Association Reporter.—"A genuine ring about the articles, which are written in true sailor style."

Scottish Leader.—"Its sails are already filled with a favouring breeze."

Southampton Observer.—"Advocates the interests of seagoing folk with zeal and ability."

Western Daily Press.—"It is well conducted, and is full of original matter."

Eastern Daily Press.—"Something in its columns to suit even gentlemen of England."

Engineers' Gazette.—"Rapidly improving, both in quality and circulation."

Hampshire Independent.—"Well conducted."

Cork Examiner.—"Promises to be one of the most valuable of the class papers."

South Wales Echo.—"Well edited, and interesting."

YARNS.

CXIX.

MISS MURPHY:

A TALE OF THE SEA.

Some years ago I was paid off in Boston, and had run down to pass a few days in "Maryland, my Maryland." Yes; the attractions of Baltimore were too much for me. I arrived there with over a hundred dollars in my pockets, but less than a week saw me without a brown cent. "Liberty Hall," I guess, scooped in a fair share of that lot. Then it was, dead stoney broke and a downright hard case, I shipped as A.B. on a barque called the *Hattie G. Dunn*, Captain Hiram Obediah Sprague, bound from Baltimore to Buenos Ayres with lumber. I confess I was very respectably slewed on getting aboard, but on coming round a bit, and making an inspection of the craft, as was my usual custom, I noticed among the crew, who on the whole were about the ordinary crowd found for'ard, a Cuban, named Morena, whom I had fought and licked all over an Eastern Avenue saloon one evening. From the scowling way this fellow regarded me, I knew the dusting he had received in that little row we had had, was rankling in his bosom, and that he would take the first opportunity to pay me out. I determined, though, to keep my eye on him, and at the same time give no cause, if I could help it, for a further *rencontre*, for I deprecate as much as anyone quarrelling on board a ship at sea. Among the live stock we had with us, was a black pig, which had been purchased from another vessel in the West Indies the previous voyage, and while towing down the Patapsco River into Chesapeake Bay a few of us gathered round the galley door, to hear the cook, Colby, discourse on the subject of pork. Colby, who posed as an authority on the question, informed us that pigs originally belonged to the Emerald Isle, and the ancestors of our specimen must, in some distant age, have emigrated to the West, where, under a broiling sun, and from some other causes which I don't quite recollect now, their skins had been tanned black. By equally scientific reasoning he managed to convince us that ours was of the female persuasion. No one seemed to be able to confute these points. But don't imagine that in such company all his statements went unchallenged, for no man on earth will argue like Jack, and many times during the progress of the confab our poor "Doctor," who, I must say, was not a bad chap, received an invitation to come out and get punched by somebody who did not agree with him. Just as we were winding up, the object of discussion came slouching along the deck,

poking its snout into every nook and cranny on its way. As it passed us, the bo'sun, giving it a sounding kick on the after end, christened it "Miss Murphy," and amid a great deal of merriment, the members of our little group dispersed to their respective duties.

Bidding farewell to Cape Charles, the *Hattie Dunn* spread her wings to a nice fair wind and stood away to the south-east. We had a good passage down, and notwithstanding being becalmed in the "Doldrums" for seven days, we crossed the line about 33 degrees west, nineteen days out.

Up till this time nothing worth recording had occurred. I had thus far contrived to give Morena a wide berth, owing to his being pretty much laid up, suffering with the "jim-jams" or "shivery-shakes"; the "old man" with the aid of most unscrupulous doses of salts, making him, as Chips truthfully said, "a d—d sight worse." On recovering, however, he appeared to be growing kind of anxious to have a go at me, and one day on entering the fo'c'slo, I found him alone, muttering away to himself; but in spite of his low tone of voice, I thought I heard him remark to the effect that someone would be with the angels before morning. Ave Maria Purissima; who was this someone? It could be no other than myself, although I was not so sure about the angel part of it. Morena was on at last, so I took the hint and resolved to be forearmed. He was a ruffian, I believed, who would stop at nothing, and I had always been afraid he might take me unawares and do the knife trick, at which these Spaniards are adepts.

Now, Morena and I were in the same watch, and that night, on going aft to the wheel, I was accompanied by a good stout capstan-bar, which I laid handy in anticipation of events taking a serious turn. It was dark as pitch. Not a single star to be seen in all the wide canopy of heaven. The strong wind blowing in the forenoon had gone down, and there was but the faintest breath, blown as it were from the lips of some gentle daughter of Boreas, coming over our quarter. A perfect stillness, save for the swish of the water along the sides of the barque as she swung in the light swell, rendered the scene most impressive.

I had scarcely been at the wheel twenty minutes (it would now be about eleven o'clock) when I imagined I saw a black figure coming creeping towards me on all fours, under the shadow of the weather rail; and from the fact of seeing a light in the galley, I concluded that some of the watch had succeeded in getting in there to have a doss, while Morena, taking advantage of the situation, had now decided on sending my soul aloft. To tell the truth, I really began to feel queer on distinguishing the form stealthily draw nearer and nearer, and was almost absolutely certain it was

my man carrying a big knife between his teeth. For a moment my hair stood on end; my legs distinctly shook beneath me; my eyes became dimmed; and my thoughts—ah! boys, this was the worst of it—my thoughts flew away back to a dear girl, Sally Brown, who used to take care of me when I chanced to be in New York. Would I ever see her again? Would my chums think of mailing her a lock of my curly thatch? No, no; although she was well known to most of them, they would never think she was my bright particular orb.

Suddenly starting up from this reverie, I stuck my left foot between the spokes of the wheel, seized the capstan-bar, and swinging it heavily round, brought it down with a dull crash on the head of, as I thought, the unlucky Cuban. By God! that settled him anyhow. What a yell! Not until the day I cut my straps shall I forget the shriek that rung out on the still night air. The echo is tingling in my ears now.

As all hands came rushing aft to discover the cause of such a howling, I sank back well nigh paralysed by the awful deed I had committed; but upon being roughly shaken by the mate, I regained my senses, only to learn that instead of Morena, I had knocked the stuffing out of—Miss Murphy!

A take-down? You butcher! A pumpkin to a hard-boiled egg I would have jumped overboard had I not been restrained. The course of jibing I came in for at the hands of the amused and astonished fo'c'sle, on explanations being forthcoming, was enough to drive a person mad, but the assassination turned out rather a good affair. Sailors don't get fresh grunter every day.

I had also a hard nut to crack with the old man over the job. Were I to repeat the many beautiful names he attached to me, I would sink right away. Yes, he gave me fits and communicated the fact that the value of Miss Murphy would be deducted from my wages; but Hiram, thinking, perhaps, on the time when he was a young lad himself, did nothing of the kind, and panned me out in full.

Nobody on board enjoyed the thing more than Morena, whose intentions I had mistaken all along. He was not a bad sort, and on returning to Balto, we had many a quiet blow-out together.

SHELLBACK.

In the House of Commons, last Tuesday evening, Mr. Young and Mr. Jeffreys gave notices of Bills to remove certain disabilities of sailors as voters at Parliamentary elections.

THE list of casualties recorded at Lloyd's during the week ended on Wednesday, Feb. 5, at midnight, compares favourably with that of the corresponding week last year, when the total was 60, while this year it is only 34—affecting 21 sailors and 13 steamers. The total for the year up to that date approximates very closely to that of the corresponding period of last year, showing, however, an increase of one over last year. The aggregates are 206 and 205 respectively.

At the Roose Petty Sessions, held at Haverford-west on Saturday, eight seamen belonging to the Great Western Railway Company's steamship, *Milford*, were charged under the Merchant Shipping Act with refusing, without reasonable cause, to proceed to sea, with wilfully disobeying the master's commands, and with combining to disobey. The case arose out of the dispute in the bacon trade in the South of Ireland. It was stated that the sailors refused to proceed to sea in consequence of threats which had been made towards them by the strikers at Waterford Quay. The Bench, after hearing the evidence, imposed a fine of two days' pay on the first charge against seven of the defendants and dismissed the other charges. During the progress of the case, the charges against one of the sailors, named William Mason, were withdrawn.

YANKEE HUMOUR.

A DISTINCTION.

"What is your salary, Dr. Stiggins?"
"My salary," said the clergyman slowly, "is 3,000dol. But my pay is 1,200dol."

HIS BUSINESS.

Squeers: "During your travels, doctor, did you ever cross the ocean?"
Physician: "Never."
Squeers: "Then how did you get sea sick?"
"It is a part of a doctor's business to see sick, isn't it?"—*Arctola Record*.

A REFLECTION.

Young Joker: "A little nonsense now and then is relished by the best of men," you know."
Old Money-bags (angrily): "But I'd have you to understand, sir, that I'm not one of the best of men."—*Judge*.

HE COMMENCED WHEN YOUNG.

Mrs. Razzle: "What a terrible wreck young Perkins is, to be sure. It is sad to see such a dissipated man."
Mrs. Dazzle: "Yes, indeed, but you must remember that he was admitted to the bar at a very early age."—*New York Mercury*.

THE CORRECT DIAGNOSIS.

Poet: "Can you tell me the cause of these pains I have in the legs?"
Doctor: "May I ask where you live?"
Poet: "In an attic room, sir."
Doctor: "Then the pains are room attic. Five dollars, please."—*New York Sun*.

AN AFFLICTED FAMILY.

Old lady (to small boy, who is endeavouring to attach tin can to dog's tail): "You naughty little boy! What would your mother say if she saw you acting so cruelly?"
Small boy: "She wouldn't say anything; she's dumb."
"But if your father could see you, he—"
"Would give all he's worth; he's blind."—*New York Mercury*.

A MINISTER'S PRESENCE OF MIND.

"Who is there," cried the orator, "who will lift a voice against the truth of my statement?"
Just then a burro in the outskirts of the crowd gave vent to one of the piercing "heehaws" of his tribe. The laugh was on the orator for a moment, but, assuming an air of triumph, he lifted his voice above the din to say:
"I knew nobody but a jackass would try it!"—*St. Louis Republican*.

THE MODERN DINNER.

Mr. Particular Goodform (to the hostess after dinner): "Yours is the first dinner I've attended this season, Mrs. Comstock, that I've really enjoyed."
Mrs. Comstock: "Oh, how very complimentary! To what feature of the entertainment shall I attribute your pleasure?"
Mr. Goodform: "To the spoons, Mrs. Comstock, the spoons. Those placed before me were all of a size, and I cannot tell you how I enjoyed the time usually devoted to speculation as to which spoon was designed for the course."—*Detroit Free Press*.

NOT SUPERSTITIOUS HERSELF.

"So you wouldn't move into your new house yesterday because it was Friday? Fie, fie, Mrs. Baldwin! I thought you were superior to such little superstitions."
"I know it was foolish in me, Mrs. Ramo, but we all have our weaknesses, you know."
"But that's such a ridiculous notion. The idea that there can be anything in the mere—why, Mrs. Baldwin! That's an awful looking wart on your knuckle. Why don't you rub it with a piece of hair-rind and then bury the rind under a stone and walk away from it backward? I've taken off dozens of them in that way."—*New York Mercury*.

GOT NAUGHTY VERY QUICK.

Last Sunday afternoon a little girl was walking with her mother in the neighbourhood of Copley-square and a great many people were seen on the street.
"What are all these people doing, mamma?" she asked.
"They are going to church, my dear," was the response.
"Didn't they go to church in the morning, the way we did?"
"Yes, dear, probably."
"Well," said the little girl, after a moment's thought, "how quick they must have got naughty to have to go to church so soon again!"—*Boston Times*.

THE *Istrian*, s, of the Leyland Line, occupied 19 days in the run from Liverpool to Boston. She had suffered no great injury, although her decks were swept by the waves repeatedly.

THE fishing in Orkney during last week has been prosecuted with extraordinary success.

SATISFACTION will be felt at the safe arrival at St. Michael's of the steamer *M. Garek*. The National liner *Erin* is still missing.

THE hull of an ancient boat has been dug up in a field at Dallerup, Jutland, estimated to be at least 2,000 years old. It was shaped by means of fire and flint tools from the trunk of an oak tree, and is about 14 feet long. It is being exhibited at Kolding in Denmark.

AT the West Ham Police Court on Saturday a coloured fireman, named Ferrows Faree, 21, employed on the steamship *Britannia*, now lying at the Royal Albert Docks, pleaded guilty to smuggling 4lbs. of foreign unmanufactured tobacco, of single value and duty of 26s., and was ordered to pay the single value and duty, or, in default, 14 days' imprisonment.

AT the Seamen's Barracks, Keyham, the naval commander-in-chief at Devonport presented the Albert Medal of the Second Class to Mr. J. Barber, of the *Indus*, for gallantry in saving life last September upon the occasion of the wreck of the gunboat *Lily* on the coast of Labrador. At the time of the disaster Mr. Barber was an able seaman, but for his behaviour he was promoted to warrant rank.

CHARGE AGAINST AN ENGLISH CAPTAIN.—A Boulogne correspondent writes: "Owing to an affray that took place on Tuesday afternoon on board the English merchantman *Tuscar*, her master, Captain Curry, has been lodged in the Boulogne Gaol on a charge of firing on and wounding a Frenchman named Louis Désiré. The *Tuscar*, which is a full-rigged ship, had arrived from Calcutta three hours previously, and the steward, James Darlington, who was leaving the vessel, had engaged Désiré to land his boxes. Captain Curry forbade the boxes being touched, and ordered Désiré off his ship. It is alleged that he had already kicked him brutally. The Frenchman resented the order, but obeyed it, and was ascending the ladder leading to a Dutch steamer, alongside, when the captain of the *Tuscar* deliberately fired at him. The bullet entered the man's right cheek and lodged in his jaw."

DESERTING.—At Cardiff, before the stipendiary and other magistrates, James Ward, 24, John Beattie, 21, and Edward Fitzsimmon, 21, have been charged with making false statements as to their last ship when signing for service on board the *Servia* at Cardiff. The evidence showed that prisoners had signed for the *Maria Stoneman* at Liverpool, which came round to Barry on the way to Montevideo; and there the men, who had each received an advance of £2, deserted, and on the 30th ult. presented themselves to sign as members of the crew of the *Servia*. Evidence of the desertion was given by Captain Pearce, of the *Maria Stoneman*, and of the fraud by William M. Davis, of the mercantile marine, who stated that Ward represented that his last ship (from which he held a discharge) was the *Italy*; Beattie producing a discharge from the *M. Leod*; and Fitzsimmon one from the *Bostonian*, of Liverpool. The prisoners were each fined 40s. and costs, or one month's hard labour.

CASHING ADVANCE NOTES.—At Cardiff County Court the Cardiff Boarding Masters' Association have sued Mr. Louis Barnett for £10 17s. 6d. the value of advance notes which had been cashed by the association. It appeared from the evidence that several seamen ordered some clothes from Mr. Barnett, and presented advance notes for payment. They received the balance in cash, and in due time Mr. Barnett, who subscribed a guinea annually to the association, presented the notes to the association for collection. The latter paid the value of the notes, but the seamen subsequently stopped payment on the grounds, as they alleged, that the goods were not delivered. The association now brought an action against Mr. Barnett for the return of the money. For the defence it was contended that for the guinea subscription the association guaranteed the payment of advance notes. Mr. Thomas, for plaintiffs, sought to show that this was absurd on the face of it, and said the transaction was similar to a banking arrangement. The Judge agreed with this, and gave judgment for the plaintiffs with costs. The association also sued a widow named Elizabeth Wislade, boarding-house keeper, for £4 5s., the value of advance notes which had been received by the defendant. In this case it appeared that the defendant cashed the notes at the office of the association, and as the seamen did not proceed in their ship, the brokers refused to pay the value of the notes. The defendant refused to refund the money, and the action was accordingly brought. His Honour made an order for the payment of the money by instalments of 10s. a month.

CORRESPONDENCE.

EXTRAORDINARY STORY.

To the Editor.

SIR,—I should like to say a few words on the observations I made on board the *Santa Rosa*, one of the Pacific Company's steamers plying between Valparaiso on the south to Panama on the north of the west coast of South America. I paid £18 as a third-class passenger from Callao to Southampton. I found when I got on board the *Santa Rosa* (flying the English flag) that there were no second or third-class passengers, only first class and deck passengers, and when I looked round naturally expecting to find some place where even a deck passenger might find rest and put away his luggage, I was mistaken. The place where the passengers should be being taken up with cabbages, onions, potatoes, carrots and turnips, the rest of the space being crowded with men, women and children, all lying huddled together, and at night I could hardly get walking room for fear of stepping on them. I paid the baker two dollars for keeping my bag in his room, and one dollar more for letting me lie on his kneading trough at night. Although I got on board between 8 and 9 a.m., the vessel being advertised to sail at 10, I did not get anything to eat till night. What we did get was spoilt food, and very irregular, although there were plates of good food passing about most of the day for those who liked to pay for them. That was what I did not intend to do, having paid beforehand, as I calculated, between three and four shillings a meal. I find there are two bad paymasters—those who pay beforehand, and those who do not pay at all. I belonged to the former class. On Christmas night I complained to the chief steward, and then things became a little better. As regards the safety of the passengers, that seemed to be a secondary consideration. At Guayaquil, one of the places at which we stopped, a lad about 18 or 20 came on board. He seemed to be wandering in his mind. He could not or did not seem to be able to give any account of himself, and at about midnight on Christmas Eve, he actually cut the rigging of a boat as well as the two boat falls, and disappeared, boat and all, without a soul knowing anything about it. One of the Peruvians hearing the noise, reported it, saying he thought it was a whale, but can it be believed that there seemed to be no effort to recover the boy or boat. The steamer certainly stopped. Interested people said the went astern; I and the passengers who were awake said she did not. It was a fine night, dark, with smooth water, and it is an impossibility in my mind, under the then existing circumstances, that if the steamer had backed in a straight line she would have failed to have come up with the boat either bottom up or gunnel level with the water, and just a bare possibility of the lad hanging on. I hope for the sake of the boy's friends you will give publicity to this. I first went to sea in 1846, and have had many ups and downs, and during that time I never knew or dreamed that such a thing could possibly happen. There is no doubt there was a good lookout kept ahead, but why not all round the ship? I did hear that the crew worked all day and went to bed at night, with the exception of the officers and quarter-masters. In a man of war there are look-outs in the after part of the ship, why should there not be in merchant vessels? Why, because on the whole the crews are so miserably paid, and captains trying continually to get the cheapest article they can get for their money, it naturally follows that those they do get care not a pin for the owner's interests, knowing well that, as a rule, few owners care for the interests of their men. I was in a ship where there were three lads, their parents being foolish enough to pay £50 or £60 premium for them; for what? To learn all sorts of bad language and practices, which they certainly did do, but these lads were as three of the crew, so many all told, and there is no doubt in the next generation, the market will be well stocked with gallant sailors, who through the meanness of the owners are being supplied and educated in this.—I am, Sir, yours respectfully,

JOHN WILBY.

22 Antcliff-street,
Commercial-road, London, E.

SWEATING SEAMEN.

To the Editor.

DEAR SIR,—It is rather amusing to me to observe that another newspaper editor has joined the ranks against your humble servant, "The Man with a Carpet-bag." He, also, affects to think I am not a seaman. Now, Sir, considering I made my first voyage to sea in 1869, and that with the exception of one year on shore have been going to sea ever

since, I think I can honestly call myself a seaman. Perhaps the gentleman who wrote the article in the *Hull Examiner*, under the heading of "Wasps and Stings," will give me his idea of how long a man should go to sea before being entitled to call himself a seaman, if I am not a seaman in his opinion after twenty years' service to the sea. I would like to have his views on some of those individuals who were shipped as seamen and firemen during the strike, who had never been at sea in their lives, but were engaged not only by masters and shipowners, but even by the Board of Trade, as *bona fide* seamen. Does he think it justice to us seamen that men should be allowed by law to ship as seamen and firemen who have had no previous experience whatever of the sea? For was it not proved during the strike that men were shipped from the Liverpool workhouses who had no experience whatever, further than seeing the ships lie in the Liverpool docks? This gentleman of the "Wasps and Stings" goes on to say my statements in reference to a ship of 1,100 tons register are curious, but all wrong. He does not tell his readers where they are wrong, simply because he cannot do so; whatever statements I have made I am prepared to prove. I do not say that the steamer in question is undermanned in the eyes of the law, but from our point of view, who have to go to sea in her, she certainly is. I referred to one ship, but I could cite many others that are manned no better, and even worse. The shipowners have been continually reducing the crews for the last ten years. Steamers that then carried 23 hands all told, now carry 17 or 18 men. By degrees they contrive to make one man fulfil the duties of two; the boatswain has to act as lamp-trimmer; the cook is converted into cook and steward; and the mess-room boys have been almost entirely done away with. Goodness only knows what will be the next move. We are now compelled to sign all kinds of new clauses in the articles, which have been introduced by some scheming master or shipowner. A few years ago the sailors were able to work the ships in and out of dock, but now it takes all hands. The firemen are to be seen gracing the poop with their begrimed faces, and the ship's wheel is now man-handled by two greenhorns in the persons of the cook and steward (in ships where we are blessed with these two individuals), and this all to satisfy the shipowner's greed. Now, Mr. "Wasp and Stings," I think this all proves only too conclusively that ships are undermanned. In conclusion, let me tell this gentleman that when he refers to "The Man with a Carpet-bag," he refers to a practical seaman, who knows perfectly what he is talking about, and not a land-lubber, like himself, who makes a feeble attempt to dabble with what he knows nothing whatever about. Now, Mr. Editor, I will bring my remarks to a close, as I have already encroached too much upon your valuable space. Once more thanking you for past favours, I remain, dear Sir, yours, &c.,

THE MAN WITH A CARPET-BAG.

REFERENCES AND DISCHARGES.

To the Editor.

DEAR SIR,—I would like to add a few words on the subject referred to by your correspondent, "Fogbound," in *SEAFARING*, Feb. 1, relating to references. I belong to a class of seafaring men who have to depend entirely upon our references, for no master will take any notice whatever of a discharge when engaging his steward. I was once told by a master that anyone could get a good discharge, and I fully believe it after what I have seen within the last twelve months. During the strike in June and July last men were shipped on board steamers in almost every capacity who had never so much as seen salt water before, and after making a three or four weeks' trip to the Baltic, were discharged as competent men. Probably some of them deserved a good discharge so far as character went, but what about their ability? Can a man learn sufficient in three weeks to entitle him to the rating of an able seaman? If so, why do boys serve five and even seven years' apprenticeship to the sea? In what way can we think of the Board of Trade only as a complete farce, for they not only allow men with no previous sea service to sign as able seamen, but actually assist masters and owners in procuring such men? And so long as the officials of the Board of Trade are the nominees of the shipowner we shall get no redress in that direction. Then, again, why do masters at the first opportunity get rid of the men whom they have given good discharges to? That alone proves only too conclusively that they were not competent to perform their duties, or why are they not kept in the ship instead of being cast adrift to impose upon someone else with their fraudulent discharges, for fraudulent it certainly is on the part of any master to give an incompetent man a very good discharge

for ability? While at Danzig (Prussia) the other day, a youth aged 18 years came on board the ship I am in, inquiring if we were in want of an assistant steward. By his appearance, I should have taken him for a coal trimmer instead of a steward. I asked him if he had been in an English ship before, and he told me he had, at the same time producing a discharge from the master of a certain Leith steamer. It appears he had been shipped in Danzig the previous voyage, but on arrival at Leith was discharged, after serving five days on board the steamer in question, for which he gets a very good discharge from the master for both character and ability. By what I could understand, the Prussian Consul had compelled the master to take him back to his own country. When we see such individuals imported into our country, and after serving five days in a British steamer getting a very good discharge, can we wonder at the discharge being looked upon as useless? I contend there are no means whereby a master is able to judge accurately whether he is engaging a good or inferior man, for as far as the discharge test has gone it has been practically useless, and no guarantee whatever for a man's conduct or ability, and it appears the Board of Trade have got the same opinion. If not, why do they compel candidates for certificates to produce references from their previous masters, before allowing them to come up for examination? I have discharges covering the period of ten years as steward, but have never been asked to produce one of them. I have only been with one master who refused to give me a reference, he saying that he had given me a good discharge and that was sufficient. From my own experience I must say that I have found but few masters who trouble to give a man a character in strict accordance with his ability, and so long as the Board of Trade will sign on any individual who may be brought to the shipping office by different masters, without ascertaining whether they are tinker, tailor, soldier or sailor, the discharge will continue to be, what the Board of Trade always was, a complete farce.—I remain, Sir, yours in Unity,

HAWK-EYE.

EXPELLING MEMBERS.

To the Editor.

DEAR SIR,—Allow me to pass a few remarks in your little craft in reference to the Branch meetings of the Sailors' and Firemen's Union. I see that in most all Branches the names of the movers and seconders of resolutions are given. Now I, as an old salt, don't like the idea, as it gives rise to a great deal of ill-feeling amongst the members, and on board ship. For instance, some copies of *SEAFARING* were sent on board, and one of the crew was reading some of the Branch reports. All at once he says, "Bill, you proposed that Brother So-and-So be expelled. He was an old shipmate of mine, and a good fellow, and I don't think he was bad enough to be expelled." Now, this leads to a great deal of discussion, which results in a bad feeling to each other during the voyage. Then, again, at the Branches it causes little groups to congregate together and work up discontent amongst a section of the members. Now I, for one, would like to see this discontinued, as I cannot see the benefit derived from it in *SEAFARING* or any other publication; and I think it is enough that the offender's name be there, and anyone wishing to find out the mover and seconder can do so at the Branch, by inquiring of the secretary—he can tell by looking at the minutes. Now, Mr. Editor, I would like to have your opinion on this subject, and also from any members of the Union, as it is a point I feel very strongly on. Now, I think I have said enough on the subject to raise discussion from an abler pen than mine.—Yours in Unity,

AN OLD SALT.

South Shields, Feb. 10, 1890.

[Our view is that members who take upon themselves the responsibility of proposing that other members be expelled, should not seek to evade that responsibility by having their names suppressed in the reports. No member should propose that another be expelled unless he is prepared to prove that such expulsion is for the benefit of the Union, and he ought to be as ready to stand by his proposal aboard ship as in the meeting room. The publication of the names of the mover and seconder of a proposal to expel a man fixes upon them the responsibility of their proposal, and compels them to defend it. This tends to deter them from proposing expulsion on anything but the most serious grounds, and on no other grounds should expulsion be proposed. Expulsion from the Union is almost a sentence of starvation, which ought not to be lightly pronounced, and the more the deep responsibility of pronouncing it is felt, the better for all concerned.—Ed. *SEAFARING*.]

MR. MOODY ON THE LOOK-OUT.

To the Editor.

MR. SEAFARING.—Being in Burntisland on Friday, Feb. 7, I had great pleasure in seeing some of Mr. Moody's movements. The harbour was full of ships, and the secretary on the move. He went on board three ships and did good service to the cause, detaining one, and stopping the work on another; he also succeeded in bringing out two stewards and three firemen, and making them join the Union. I think this secretary deserves much praise for the able way in which he is working the Branch. He is much put about owing to a port a few miles away, as he cannot attend to both places. I think, Mr. Editor, a Branch ought to be set going there. This is very urgent, as that place is a refuge for blacklegs.—Believe me to remain, yours in Unity,

133A, Sunderland.

A RUN DISPUTE.

To the Editor.

SIR,—I have no doubt many of your readers are fully acquainted with the above mentioned "run dispute," it being, in the minds of some old runners, the first time reference has had to be made to a Court of Justice, wherein to have matters settled. The dispute in question was in the case of the s.s. *Wakefield*, under the command of Captain Shell-drake, which left Glasgow for Birkenhead, by the run, and arrived at her destination on Monday, Jan. 27, manned by Union men, members of Glasgow Branch. On arrival at Birkenhead, the captain thought it necessary for the men to await his pleasure respecting their wages, which, according to the decision of the Court, should have been paid directly the ship was made fast in the loading berth of the Clan Line, for which she was chartered. For such detention the men demanded just compensation, which the captain refused to give, and accordingly the men placed their grievances before the officials of the Birkenhead Branch, and it was decided to consult our worthy and esteemed friend, W. A. Tetlow, Esq., solicitor for the Mersey District of the N.A.S. & F.U., who is ever untiring in his efforts to protect the interests of those who may have occasion to consult him. After duly considering the aforesaid grievances, he decided on bringing magisterial influence to bear, and accordingly the case came on for hearing before the Birkenhead Stipendiary Magistrate on Monday, Feb. 3rd. After the cross-examinations, great interest was manifested in our worthy solicitor's address to the Bench, at no time giving his opponent a single chance. After due consideration of both sides of the question, his worship decided in favour of the complainants, viz., two days' detention pay at the rate of 6s. per day, in addition to the run money, and awarded them costs of Court. I dare say, Mr. Editor, that previous to the establishment of the N.A.S. & F.U., within the memory of many of your readers, cases of a similar nature to the foregoing have arisen and have been allowed to sink into oblivion, for the simple reason that our fathers could not see their way clear to combine, and be united in their efforts to have redressed the wrongs with which I have no doubt they had oftentimes to contend. Before concluding, I may say a word of praise is due to the men who came by the run in the s.s. *Wakefield*, and with patience and determination awaited the result whether favourable or otherwise. Thanking you, Mr. Editor, for insertion.—Yours respectfully,

DAVID J. KENNY.

Birkenhead Branch, Feb. 4.

GRIEVANCES.

To the Editor.

DEAR SIR,—It appears to be getting a common occurrence with seamen to refuse duty. I noticed a case that recently occurred on board the steamer *Essex*, of Hull, where the crew refused to work while the ship was at Reval (Russia) because it was a recognised holiday in that country. I cannot understand how men can be so foolish, after signing an agreement to be at all times diligent in their respective duties, and to be obedient to the lawful commands of the said master, etc., to deliberately refuse duty. I know that in many cases men are goaded into refusing duty. How many of your readers, who, when they have made the slightest demur in doing anything, have had the words put to them, "Say you won't do it?" Now that is just what a good many masters like to get Jack to say. Many of these great gods of creation study how they can put Jack to the greatest inconvenience. They cannot bear to see him have a Sunday to himself. If the ship lays in harbour and her decks

have not been washed the whole week, they must be washed on Sunday, for cleanliness comes before godliness, instead of next to it, in too many ships. Many men are under the impression that they can lawfully refuse to do work on Sunday and other days that are recognised as holidays on shore, but they are greatly mistaken. Why do not the different Branches of our Union educate its members on the Merchant Shipping Act, for as that Act now stands so we must bide by it or suffer the penalty of the law—which we can always make sure of. I hope the time is not far distant when we shall be in a position to say, "We will not sign on such conditions." I was once homeward bound in a steamer; we expected to arrive on Monday morning. On Saturday night the master told the mate to get the donkey funnel and ventilators painted on Sunday morning. Well, we refused, but as soon as the master came on deck he told the mate to have the hose got along, and we had to wash the decks down fore and aft, the master telling us that if we refused he would make it hot for us. Seamen are looked upon as a growing dissatisfied lot. Can you wonder at us being so, when we receive such treatment at the hands of those in authority? The law is shared out pretty liberally to us, but very little justice. Is it right that a master can discharge us at a moment's notice, and we are compelled to give twenty-four hours' notice to leave? I have arrived in dock at ten minutes to twelve on Saturday night, and had my discharge given to me so that I could not claim Sunday's pay. The mate had orders from the master to hurry in mooring the ship, so that we should get done before midnight. I don't believe the shipowner was to blame in this instance. It was the master, who by serving us the mean trick, was trying to court favour. Some of the masters appear to forget that they were ever before the mast themselves, but they may be there again some day, and I don't think the change would agree with some of their constitutions. In conclusion, I would advise all seamen and firemen, especially members of our Union, to think twice before refusing duty; for remember, you will be the sufferers in nine cases out of ten. The master has nine points to our one, and in a great many cases he does not forget to use them.—I remain, dear Sir, yours, etc.,

C. B.

GLASGOW VICTORIES.

To the Editor.

SIR,—In reading your last week's issue I noticed a letter by "Rambler," in which he gives an illustration of several victories scored against shipowners in Glasgow, and furthermore states that the editor of SEAFARING is not troubled with too much correspondence from members of the Glasgow Branch. This I must admit to be a fact, but until the new secretary came into office it was impossible to boast of victories here, for there were none. But I am glad that the premier Branch is at last rising from its dormant state, and in case "Rambler" has extended his rambles too far, and is unable to send an account to SEAFARING of a great victory won this week, I will endeavour to give an account of the same. The crew of the steamship *Black Sea* on coming to sign articles on Wednesday were offered £4 per month for seamen and firemen, which was declined, the men claiming £4 10s., which is the Union rate of wages for this port. This the captain absolutely refused to give, remarking at the same time he would man his ship with non-Unionists in spite of the National Union. Finding he could not get any men in Glasgow, the captain picked up a few to take his ship to Greenock. The secretary in the meantime sent word to the energetic secretary of the Greenock Branch, who, I am glad to say, prevented the captain of the *Black Sea* from getting a crew in Greenock. Finding himself foiled in Greenock, the captain somehow managed to bring his ship to Ardrossan to load, and in the meanwhile sent up to Glasgow for a crew of foreign seamen that were staying in a notorious scab boarding house. I happened to pass an outfitter's store in the Broomielaw. I saw the proprietor in a state of excitement issuing advance notes to a seedy lot of men. Coming to the conclusion that this was a crew that was getting sent to Ardrossan to man the *Black Sea*, I informed our secretary, who immediately posted men at all the railway stations, and thereby found out that the said men were going to Ardrossan to join the *Black Sea*. The secretary immediately dispatched our two delegates to Ardrossan to get these men out of the ship. Fortunately, the delegates got to Ardrossan before the men joined the ship, and getting into conversation with them, the delegates learned there were four Union men amongst them. These four men were immediately sent back to Glasgow. This left the captain four men short of

his complement, and a clerk in the shipowner's employ immediately repaired to Glasgow for another lot, remarking to the delegates that he would tire the National Union out, for as quickly as a man was sent back he would have another one to take his place. It being impossible for the secretary of the Glasgow Branch to do without a delegate, he wired for one to come to Glasgow, and the other to remain in Ardrossan until the dispute was ended. The delegate that came back, no doubt thinking he would be the better of some company on the way to Glasgow, got four other members of the crew to keep him company, thereby leaving another vacancy for four men for the energetic clerk of the owners to fill up. In hearing how matters were progressing, the secretary (Mr. Boyd) thought he had better go to Ardrossan himself, and on his arrival there at 10.30 p.m., found the delegate (Mr. Hillon) standing under the lee of a lamp-post surrounded by a number of Ardrossan men watching the *Black Sea*. Learning that seven men were on board in company of a runner from the scab boarding house, the secretary and delegate remained all night, and got hold of the runner in the morning, who was glad to bring his men ashore and send them up to Glasgow, remarking at the time it was no use in defying the National Union. The captain, finding himself beaten at every point, went up to Glasgow and shipped a full Union crew at £4 10s. per month, the delegate insisting that the men who backed out first be the men whom the captain must employ. This was complied with. The Ardrossan men, I must say, deserve the greatest credit for their manly action in not allowing any person to go and look for a berth whilst the dispute was pending, and for the valuable assistance they rendered to Mr. Hillon, the delegate, and Mr. Galbraith, the secretary of Ardrossan. In conclusion, I would point out to the owners of the *Black Sea* that it would have been cheaper for them to have given the Union wages at first. If they had done so they would not have had to pay for three days' extra harbour dues, and then suffer a defeat from the National Union. Hoping I have not encroached too much on your valuable space, and trusting this letter will enable "Rambler" to see that when the occasion arises the editor of SEAFARING will have plenty of correspondence from the Glasgow Branch.—I remain, Mr. Editor,

THE DETECTIVE.

Glasgow, Jan. 25, 1890.

SHIPMASTERS' AND OFFICERS' UNION.

The usual weekly meeting of the above Union was held in their club-rooms on Wednesday evening, Feb. 5, 1890, Captain J. W. Wright, president, in the chair. The secretary reported 250 members on the South Shields Branch books, and that he had had a visit from Mr. Cowie, the editor of SEAFARING, on Monday and Tuesday last, and that Mr. Cowie had expressed himself highly satisfied and pleased with the Shipmasters' and Officers' club-rooms. Mr. Cowie had also promised that we should have his portrait to hang on the walls amongst the others that were already in the rooms. On this announcement, every member in the room rose and gave three hearty cheers for Archibald Cowie and his paper SEAFARING. It was then moved by Mr. Gentles, seconded by Captain Gleghorn, supported by Captain Mitchell, that our secretary, Captain Lucock, write and offer to the editor of SEAFARING the most hearty congratulations in reference to the success which attended his case last Monday at the South Shields Police Court, when A. R. Abbott was committed to take his trial at the Durham Assizes, for the libels on Mr. A. Cowie, editor of SEAFARING. At this point Mr. T. W. Brown, solicitor, addressed the meeting, and said that in the first place he would refer to the recent libels proceedings for libels on Mr. Cowie, and he begged to thank them for the sympathy they had shown with Mr. Cowie, who had so earnestly supported the Union of which he had the honour to be the solicitor. It was clear, he added, that Abbott could not find the funds to publish the libel, and that he was aided by men who were opposed both to the Seamen's and the Officers' Union. Mr. Brown next pointed out the great advantage both to men and officers that both classes should have a Union; when their sympathies were united on questions of wages, and fair wages would be more easily obtained. The seamen could clearly see through the attack which had been made on them, and which was clearly backed up by men interested in putting down or injuring the Unions of seafaring men, whether officers or seamen. It was then moved by Captain Mitchell, seconded by

Captain Alsted, and supported by Mr. Sinclair—That this meeting tenders a hearty vote of confidence to T. W. Brown, Esq., B.A. LL.B., solicitor, and begs earnestly to thank that gentleman for his kind services rendered to the Officers' Union, and wishes Mr. Brown to understand that the masters and officers look forward with satisfaction to the services to be derived from his well-known ability as a lawyer; this was unanimously carried. It was then moved by Mr. Wainman, seconded by Captain Mitchell, supported by Captain Gleghorn, and carried unanimously—That a vote of sympathy be tendered to Mr. Joseph Havelock Wilson, the general manager of this Union, in regard to the libels, and that a hearty vote of confidence be accorded Mr. Wilson from this Officers' Union. One shipmaster rose and expressed the deep obligation they were under to Mr. J. H. Wilson, in aiding the officers in spite of all the insults and abuse which has been thrown at him for so doing. The secretary reported that there were now 21 Branches of this Union opened in the principal seaports of England and Wales. A hearty vote of thanks to the chairman, and to Mr. T. W. Brown for his kind attendance, and to the secretary for his zealous services, brought a happy evening to a close at 10.

We have received the following, dated South Shields, Feb. 11:—Dear Sir,—It was with pleasure that the Bristol Channel Branch report was read here in the north, which told the Shipmasters' and Officers' Union that we had some stout-hearted brother officers in Bristol, who dared to ask Mr. Langland to permit them to live. Still we were not a bit surprised to see the language printed, as used by that gentleman to ships' officers, viz., he would see them d—d first. Has Mr. Langland yet to learn that when a man obtains a certificate of competency, that there is not an Act of Parliament passed which compels him to use it? According to the Branch report, Mr. Langland threatens to send to London for seventeen certificated officers to take the place of the Bristol men. But, let us tell Mr. Langland, that London has been well posted that such is his intention, and let every deck officer realize that now "united we stand." We have suffered quite long enough at the hands of the grinders of our brains and bodily strength. Bristol has been the first port to have to press against the grinding tyranny of the shipowning community. As shipmasters, mates and second mates, we have had a surfeit of their kindness. We now mean to be understood to be men of a moderate education, a class whom the shipowner cannot do without, any more than he can do without a cargo for his ship; therefore, brother shipmasters and mates, rise up with one firm strong will, and let the whole world know that you demand to be respected and remunerated equally as well as the seagoing engineer. Surely if the engineers can maintain their position with a Union numbering less than 5,000, surely you as shipmasters and officers ought not to be left out in the cold with a body of 23,500 men in solid employ, holding certificates; and seeing that the engineer has the alternative of the engine-room or the workshop, while our ships' officers, if they can't make a living in steam, they are able to go into our sailing vessels; and, failing that, their position would not be much worse in the workhouse than it is as chief officer on 35s. per week. Wake up now, you ships' officers, from end to end of Great Britain and Ireland! Rub up those old sextants of yours! Take an observation of the Bristol officers! Let theirs be a bright example, and before any of you lower your social standing to take the places of those Bristol men, better you hang a millstone round your necks and jump from Lundy Island into the sea. In conclusion, let me ask the ships' officers in London not to go to Bristol to officer the Bristol Steam Navigation boats on any account, not even for double pay. Those Bristol mates have wives and bairns; they are only fighting for an honest crust. Let them have it.—Yours, etc.,—TENOWE.

CAPTAIN BASROGER, of the steamship *Emma*, who rescued 500 persons in the North Sea, has been made Chevalier of the Legion of Honour.

The White Star steamer *Adriatic*, which arrived in the Mersey on Saturday, reports having encountered much ice on her outward passage. After getting through a large field heavy weather was experienced, during which several seas were shipped. Although the vessel sustained no damage, yet some members of the crew were injured by the seas. The second officer (Cavan), Quartermaster Culpin, and A.B.'s Cocking, Clucas, and Allen were obliged to go into the hospital. The carpenter also was injured by being washed into the wheelhouse, and was rendered insensible. During the voyage the weather was extremely cold and the decks were covered with ice, some of the sailors being frost-bitten.

SEAFARING DISASTERS.

Aurora, s, arrived at Barry, reports having collided with a schooner. The crew jumped on board the *Aurora*.

Ajazz, H.M.S., see *Hare*.

Bayswater, British ship, from Hamburg for New York, is reported, by telegram dated Feb. 10, to have put into Cuxhaven with damage to bows and loss of anchors. Will proceed back to Hamburg.

California, s, reported ashore at the entrance of the river at Baltimore, is afloat, and will proceed.

Lambrian Princess, from Melbourne, at Wallaroo, grounded at the entrance of the harbour; floated at high water.

Carthaginian.—Lloyd's agent at Philadelphia cables: British steamer *Carthaginian* arrived at the Breakwater with shaft broken, in tow of the *Clandeboyne*, steamer. *Carthaginian* has been brought to Philadelphia for repairs.

Carron Park, s, of Glasgow, and *Pelicon*, s, of Grimsby, collided in Erith Reach, River Thames, Feb. 12. Both vessels are seriously damaged. Latter was run ashore with fore compartment full of water.

Dunoonnell, steamer, which was ashore near Troon, has been towed off and docked at Troon.

Dunholme.—Lloyd's agent at New York cables Feb. 12: *Dundolme*, British s, and *Garfield*, tug, have been in collision; the *Dunholme* is leaking, and the *Garfield* nearly sank.

Deeside, s, see *Ludgate Hill*.

Enterprise, s, of Yarmouth, is reported from Burton Port, Feb. 7, to have floated off the rocks, and was towed to Rutland Harbour; will proceed to Londonderry for repairs.

Eurydice.—Lloyd's agent at Buenos Ayres, telegraphs: *Eurydice*, British ship, from Pensacola, sprung a leak, and has 18 feet of water in her hold. She lies about ten miles distant from the shore in 19 feet of water, on a sandy bottom.

Ericsen, from Port Townsend for Valparaiso, put into San Francisco damaged in a severe gale, and must repair; made jettison of cargo.

Emily, s, of Whitby, coal laden, for Venice, collided with the *Agilis*, brig, of Jersey, doing considerable damage to both vessels, at South Shields, Feb. 12. The former is moored for repairs.

Gulf of Venice, s, Sydney for London, was towed into Portland (Dorset) with machinery disabled.

Gleaner, see *Zamora*.

Glengoil, British s, Baltimore for Antwerp, is aground at Patapasco River. *Glengoil* has since floated, and will proceed; she is bound from Baltimore for Antwerp.

Gotha, s, from St. Michael's for Hull, which left Portland (Dorset), Feb. 12, put back with boiler leaking same afternoon.

Hare, at Greenock.—During fog Channel steamer *Hare*, inward bound, fouled H.M.S. *Ajazz*, doing slight damage.

Harperly, British s, Cardiff for Ancona, has been towed into Brindisi with machinery disabled by British steamer *Pocahontas*.

Hanna, which left Liverpool on Dec. 27 last for Halifax, put back to Ayr Feb. 8, with sails split and other damages.

Handy, barque, from Liverpool for Paysandu, with rails, has put into Waterford leaky, and is discharging her cargo.

Holyhead.—Lloyd's agent at Melbourne telegraphs Feb. 12 that the four-masted British ship *Holyhead*, from Liverpool for Melbourne, is ashore on Lonsdale Reef, and that assistance has been sent.

Knight of St. John, steamer, of Liverpool, from Bombay, was spoken Feb. 8, in 46 N., 8 W., broken down, but declined assistance.

Kempokus, s, Cork for Sharpness Point, when 35 miles to the eastward of the harbour, main shaft broke, and vessel returned to harbour.

Latona, steamer, which grounded in the Clyde, has floated.

Louisa, s.—A telegram from Brettesnaes reports: *Louisa*, s, has run aground at Kvalo Brano, and has engine-room full of water.

Ludgate Hill, s, from New York for London, on passing Prawle Point, Feb. 12, signalled: "Have been in collision with *Deeside*, s, of Aberdeen."

Maggie Douglas, of Irvine, which sailed from Mobile for Queensboro' on Sept. 18, 1889, with a cargo of wood goods, and has already been posted as overdue, was on Feb. 12 posted at Lloyd's as missing.

Norsa.—News has come from Colombo of the wreck of the British steamship *Norsa*, of West Hartlepool, which struck on a reef and foundered about eighteen miles from Galle, on the night of the 16th ult. The *Norsa* was only built last year, and was on her first voyage. The night being foggy and the weather squally, she struck so heavily on a reef that she at once began to fill with water,

and the captain and crew abandoned her in their boats. They reached Galle safely on the following morning, but the captain afterwards returned to the ship, and it was deemed probable the cargo would be saved. It was not expected, however, that the *Norsa* would be got off.

Olderfleet, s, from Glasgow for Workington, has returned to Lamlash with machinery damaged.

Oliver Emery, British barque, from Dublin for St. John, N.B., was spoken in lat. 40 N., long. 48 W., leaky, and with hull damaged, and lost piece of stern. Dutch steamer *Amsterdam* supplied her with provisions.

Pedestrian, from St. John's for Glasgow, at Queenstown, with loss of fore topgallant mast and jibboom, and vessel making water; also lost some sails.

Pelicon, see *Carron Park*.

Persian Monarch, steamer, was spoken on Feb. 3, in latitude 49.19 north, longitude 22.26 west, steering east by north half north, with loss of propeller, proceeding under sail, by the *Herschel*, steamer, arrived at Liverpool, from New York.

Persian Monarch, s, of and from London for New York, spoken 50 N., 18 W., with propeller carried away. She was proceeding under sail to Cork.

Quito, British steamer, laden with cotton and coals, has gone ashore at Anholt; assistance has been sent to her from Elsinore. *Quito* has since been floated, and is now on her way to Copenhagen.

Roseville, s, aground at Berwick, floated and taken further up river into safety, again grounded, but was afterwards docked.

R. H. G., of Falmouth, which sailed from Llanelly for Aberdeen Beach on Oct. 4, 1889, with a cargo of coals, and has been previously mentioned as overdue, was on Feb. 12 posted at Lloyd's as missing.

Rohilla.—With reference to the vessel lost Jan. 26 on the American Bol (Dutch Coast), and which was supposed to have been the *Rohilla*, ship, of London, from Pisagua for Hamburg, Lloyd's agent at Amsterdam telegraphs:—Body found, Nieuwe Diep, recognised by Potter as Captain W. Sunter, British ship *Rohilla*.

Sommerfeld, s, for Sydney, reported aground on the bank off the Southern Lighthouse, Ismailia; has been floated, and is now retaking cargo.

Spyridion Vagiano, of Cephalonia, for Falmouth (barley), struck on Manacle Rocks at 11 p.m. Saturday, and sunk. Crew left in two boats. Eight men landed. Captain drowned. Second boat with 13 men not yet heard of.

Sir William Wallace, British barque, Sydney for Shanghai, is reported by telegraph to have put back, having been totally dismasted in a gale.

Sierra Columna.—A telegram from Rangoon states: *Sierra Columna* struck *Alynada*, but proceeded for Rangoon, leaking badly. Assistance sent from Rangoon.

Sakharah.—A Reuter's telegram from Hamburg states that the steamer *Sakharah*, belonging to the Cosmos Line, has, according to information received by the Company, gone ashore off Acapulco, Central America. The crew have been landed safely at that place. Will probably be a total loss.

Sperba, from London, grounded on her way up the River Weser, but afterwards got off and arrived at Bremerhaven, Feb. 10.

Tanjore, British barque, has put back to St. John, N.B., in tow, full of water, after stranding; will discharge part of cargo for survey.

Westgate, British s, from Cardiff to Port Said, has been towed into Lisbon from Sines with machinery damaged.

William Symington, British s, Port Said for Marbella, has been towed into Malta, with shaft broken, by the British steamer *Flaminian*.

Washington City, British steamer, from Hamburg, has arrived at Philadelphia with several plates bent or broken, having been in collision with field ice. Fore compartment full of water.

Zamora, s, of Leith, from Hamburg for Grangemouth, ran down and sunk the fishing boat *Gleaner*, of Finnerow, off Gualness on Saturday during a fog; skipper and one man drowned; five saved.

A FISHING boat belonging to Cockenzie was run down and sunk in the Firth of Forth Feb. 9 by Messrs. Currie and Co.'s steamer *Savona*, from Grangemouth for Hamburg. The captain and one man were drowned, and five men were saved. The name of the boat has not yet been ascertained.

THE AUSTRIAN Admiralty some time ago sent a commission to England to test the cruiser *Planet*, built to the order of the Austrian Government by an English firm. The trial trip showed such deficiencies in the vessel that the commission refused to accept it, and it is stated that the Austrian Admiralty has declined to take over the vessel.

IN THE DOG WATCH.

Do any of our readers know why the cook aboard ship is dignified with the title of Doctor? Certain it is that no university has conferred upon him the degree of D.D. or M.D. or Mus. D. or LL.D. or D.C.L. He has nothing to do with Literature, Law, Music, or Divinity. Neither, it may be said, has he anything to do with Medicine, and he is no more entitled to the M.D. than to any of the other titles. But our theory is that the title of Doctor has been bestowed upon him in recognition of the fact that much of the stuff he serves out is quite as nauseous as any of the drugs ordered by doctors. This, of course, is merely our theory. Perhaps some of our readers can give us facts for the origin of the title.

Among the resolutions to be proposed at the annual meeting of the Chamber of Shipping in London this week, is the following by the Liverpool Shipowners' Association:—"That in the opinion of this Chamber it is important, in view of the desirability of providing a supply of seamen equal to the demand, and in the interests of shipowners, that all vessels—steam as well as sail—should carry boys." This proposition we venture to question. Suppose, a boy brought up in a steamer gets an A.B. discharge and ships as A.B. in a sailing ship, he cannot be of much use there. How can it be the shipowners' interest to pay a man able seaman's wages who cannot do able seaman's work?

Here is another proposal that will not command the approval of Union men—by the General Shipowners' Society, London—"That while fully recognising the right of labour organisations to strike, this Chamber is of opinion that it is one of the prime duties of Government in every Free State, that due protection shall be afforded to both workmen and employers who have agreed with each other to work even on the terms against which such labour organisations have struck, and that, having reference to recent labour troubles, an urgent representation in this sense be made to Her Majesty's Government in the name of this Chamber." Perhaps Her Majesty's Government would like to oblige the shipowners, but such grandmotherly legislation as is here requested will hardly suit the temper of the times; and public opinion—or votes—are all that Governments care for.

A correspondent writes:—"Some few months ago I advocated the extension of the system of transmitting seamen's wages to the Continental ports. A painful instance of the evil effects of the non-extension of this system to those ports has just come under my notice. On Saturday afternoon last, a short time before the s.s. *Sheffield* was due to sail from Antwerp for Grimsby, a seaman was brought on board in a seeming state of intoxication, together with his chest, by a couple of boarding-runners, or most probably crimps, who handed his ticket to the steward and immediately made themselves scarce. The man had evidently been drugged for the purpose, as he recovered sensibility before arriving at Flushing. On examining his chest, he found it empty, and pockets ditto. This man had been paid off on Friday with the sum of £24, and fell into the hands of these unprincipled scoundrels.—*Verb sap.*"

Our valuable and interesting exchange, the *Coast Seamen's Journal*, has not of late reached us so regularly as usual. One or two recent numbers have not arrived at all, consequently we are considerably in the dark as to the details of an atrocious piece of brutality said to have been perpetrated on the north-west coast of America by a Captain Healy, of the U. S. steamer *Bear*. But we gather that he triced up some of the crew to the rigging by their thumbs, and that indignation meetings have been held, and powerful articles written calling for punishment upon him. It is to be hoped that they will not call in vain, though certain merchants and shipmasters seem to have held another meeting to express approval of his proceedings. When shall we have public meetings in England against skippers who ill-use their men? Perhaps when the Union is a little older and stronger, and its members become more fully aware than at present of the value of such demonstrations.

A NUMBER of oyster vessels have been lost in a storm which has swept over Chesapeake Bay. Twenty men were drowned.

STEAMERS arriving at New York continue to report having encountered icebergs and icefields in the Atlantic.

AN inquiry has been held at Cape Town as to the cause of the damage to the British ship *Adalana* on Jan. 8. The Court found that it was the breakdown of the windlass which was the cause of the vessel's parting from her moorings, and her subsequent collision with the *Ara* and *Mediator*.

THE Archduke John, now known as Herr Johann Orth, has engaged a naval captain, named Soditsch, of Fiume, as first officer of the *Erzherzog*, a large trading steamer which he has recently purchased, and has also engaged a large number of sailors from the Fiume Archipelago. Herr Orth will himself assume the post of second officer.

ON the 12th of last month the large four-masted sailing ship *Golden Horn* left the Mersey for Melbourne, but, owing to the gales, she could not proceed much on her voyage, as on the 23rd of the same month she was signalled passing Holyhead. It now seems that Wm. Jones, first-class pilot of No. 2 boat, was carried off in her, and has not since returned. The *Golden Horn* herself had to put back to the Welsh coast for shelter, and the wind shifting round to a favourable quarter, the master decided to take advantage of it. The vessel sailed again and, as there were no means of putting Mr. Jones ashore, he was carried away to sea, but a cablegram received shows that Mr. Jones was landed at Madeira.

In the Court of Admiralty on Tuesday, Sir James Dean, Q.C., Admiralty advocate, applied to Mr. Justice Butt to issue a writ for contempt of court against the captain of the steamship *Glenmore*; Wright, a Dartmouth pilot; and Coursens, a coaling agent of the same port, in taking that vessel out of the custody of the Admiralty. The case was before the court last week, when it transpired that the vessel had been arrested at the suit of the Irish Commissioners of Lights, but the captain having taken legal advice that an arrest by telegram was not legal, proceeded on his voyage to New Orleans, taking with him the man placed in possession by the Customs superintendent at Dartmouth, who, getting out of harbour, elected to return with the pilot. Mr. Bucknill, on behalf of Coursens and Wright, urged that neither defendants had any possible ulterior object in view, and that the apology tendered by Mr. Coursens should, in the circumstances, be favourably regarded by his lordship, to whom, on behalf of Wright, he made a similar apology. Both had acted from inadvertence. Mr. Justice Butt said no harm appeared to have been intended to the plaintiffs in the action, but it was, nevertheless, necessary to protect the officers. To accept an apology under such circumstances would be mere trifling, and he imposed on Mr. Coursens a fine of £50, and directed that he should pay the costs of this motion. The pilot was to a certain extent in a subordinate position, but aware of the arrest, and that there was a doubt whether it would be safe to take the vessel to sea. On the pilot he imposed a fine of £10, and as to the captain they must await his return, when his case would be separately dealt with.

GOT CERTIFICATES

As Masters or Mates, during week ended 8th February, 1890.

Note.—Ex. C., denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate; S.S., denotes Steam Ship Certificates.

FOREIGN TRADE.

Name.	Grade.	Examining Board.
Meills, Chas. A.	2 M.	London
Jones, Hugh T.	2 M.	London
Thomas, Reginald D.	2 M.	London
Newman, Streeter M.	2 M.	London
Butters, Ernest G.	2 M.	London
Armistead, Frederic C.	2 M.	London
Varrall, Walter W.	O C.	London
Lewis, Geo. F. H.	O C.	London
Keown, Percy S.	O C.	London
Jones, Basil	O C.	London
Lailey, Frank N.	O C.	London
Shone, Richd. C.	1 M.	London
Russell, Thos. A.	O C.	London
Yarwood, Walter	2 M.	Liverpool
Francis, Herbt. T.	2 M.	Liverpool
Roberts, Thos. R.	2 M.	Liverpool
Johnson, Thos.	2 M.	Liverpool
Williams, Geo. H.	2 M.	Liverpool
Hickson, Vere W.	2 M.	Liverpool
White, Wm.	1 M.	Liverpool
Thompson, Robt.	1 M.	Liverpool
Evans, Jno.	1 M.	Liverpool
Woollam, Fredk. G.	1 M.	Liverpool
Curtis, Foster	O C.	Liverpool
Pritchard, Robt. J.	O C.	Liverpool
Luyt, W. H.	O C.	Liverpool
Sutherland, Wm. H.	Ex C.	Liverpool
Ord, Wm. S.	O C.	Cardiff
Evans, Jno.	1 M.	Cardiff
Rundle, Wm. M.	1 M.	Cardiff
Tindle, Lawrence W. S.	O C.	South Shields
Hopper, Chas. T.	1 M.	South Shields
Scott, Peter	1 M.	South Shields
Ross, Peter H.	1 M.	South Shields
Gay, Wm. C.	2 M.	Dundee
Bruce, Jno. D.	O C.	Dundee
Ramsay, Wm.	1 M.	Dundee
Douglas, David	1 M.	Dundee
Trahair, Jno. W.	2 M.	Plymouth
Forshaw, Daniel	O C.	Plymouth
Smith, David	2 M.	Aberdeen
Hendry, Wm.	O M Fore & Aft	Aberdeen
Bachan, Alex.	O C.	Aberdeen
Edward, Geo. T.	2 M.	Swansea
Thomas, Wm. Geo.	2 M.	Swansea
Jones, Thos. O.	2 M.	Swansea
Powell, Richard	1 M.	Swansea
McDonald, Dugald	Ex C.	Leith
Dean, Geo. D.	2 M S S	Hull

HOME TRADE.

Facer, Wm. R.	Mate	London
Harrison, Joseph	Master	London
Porter, Arthur	Mate	Liverpool

ENGINEERS.

Note.—Ex. 1, denotes Extra First Class; 1, First Class; 2, Second Class.

Name.	Class.	Port of Examination.
Jones, Richd. D.	2	London
Burt, Wm. Hy.	2	London
Thomson, Wm.	2	London
Scarth, Pillans	2	London
Price, Richd.	2	London
Gordon, Jno.	2	London
Cross, Roger	2	Liverpool
Biggam, David H.	2	Liverpool
Lewis, Thos. R.	2	Liverpool
McIndoe, Mal.	2	Glasgow
Colville, Wm.	2	Glasgow
Adam, Jas.	2	Glasgow
Gardner, Robt.	2	Glasgow
Crawford, Thos.	2	Glasgow
Arbuckle, Matthew	2	Glasgow
Crawford, Jas.	2	Glasgow
Williamson, Jno.	2	Glasgow
Smith, Jas.	2	Glasgow
Fergusson, Jas. McC.	1	Glasgow
McNair, Jno.	2	Glasgow
Wright, Jno.	1	Glasgow
Blight, Jno. Wm.	2	Cardiff
Denby, Edwd. T.	2	Cardiff
Durkee, Jas. Edwd.	1	Cardiff
Richards, David G.	1	Cardiff
Knight, Arthur H.	1	Cardiff
Smith, Thos. B.	1	Cardiff
Curry, Robt. T.]	2	North Shields
Fletcher, Stephenson	2	North Shields

Name.	Class.	Port of Examination.
McCull, Geo.	2	North Shields
Brown, Jno.	2	North Shields
Stuart, Jos.	1	North Shields
Low, Jno.	2	Leith
Scott, Harry	2	Leith
Meldrum, Andrew	2	Leith
Morrison, Wm.	2	Leith
Bartlett, Jas.	2	Leith
McLellan, Robt.	2	Leith
McLay, David	1	Leith
Richardson, Ralph	1	Leith
Bushon, Jno.	1	Leith
Harper, Geo.	1	Leith
Verers, Jas.	2	Hull
Ellwood, Thos. H.	2	Hull
Dugglesby, Walter H.	2	Hull
Thompson, Maurice E.	1	Hull
Malcolm, Hy.	2	Greenock
Buchanan, Robt. D.	1	Greenock
Smith, David	1	Greenock

SHIPS SPOKEN.

Archer, all well, Feb. 1.
Africa, s. outward, Feb. 3.
Angelita, Cadiz to Frey Bentos.
Amicitia, for Monte Video, Jan. 22.
Aldie W. Welsh, of Boston, Jan. 27.
Attila, Iquique to Falmouth, Nov. 26.
Annet Lyle, British barque, bound east, Jan. 23.
Belvidere, for Ensenada, Jan. 10.
Buckhurst, Calcutta to Dundee, Dec. 19.
British Peer, New York to Calcutta, Jan. 1.
Brambletye, of London, steering south, Dec. 29.
Benavon, in Bay of Bengal, 12 14 N, date unknown, reported by cable, received Feb. 10.
Brier Holmes, barque, steering east, all well, Feb. 3.
British General, British ship, steering south, Dec. 30.
Carnates, for Bremen, Feb. 6.
Calders, ship, New York to Batavia, Jan. 27.
City of Madras, of Glasgow, steering south, Jan. 16.
Dandrennan, ship, of Liverpool, Ohittagong to London 104 days, Jan. 5, off Scilly Islands.
Evesham Abbey, Jan. 11.
Edmond, schooner, Feb. 4, near Beachy Head.
Forrest Hall, English barque, Jan. 13.
H. B. Cann, English barque, of Yarmouth (N.S.), steering west, Jan. 19.
Iron Queen, Caleta Buena to Falmouth, Nov. 3.
Indiana, ship, Baltimore to San Francisco, Jan. 16.
John Lockett, for Iquique, Feb. 6.
Kilean, for Melbourne, Feb. 3.
Kildonan, for Buenos Ayres, Dec. 31.
Kate Thomas, for Calcutta, Jan. 17.
Kambira, British ship, New York to Batavia, Jan. 14.
Kenmore, British barque, from Iquique, steering north, Dec. 12.
Latimer, of London, San Francisco to Cork 98 days, all well, Jan. 13.
Maxwell, Jan. 16.
Minerva, of Rissoer, bound south, Jan. 6.
Margaret Galbraith, Canterbury (N.Z.), to London, Feb. 6.
Noel, for Guayaquil, Jan. 25.
Northern Empire, British barque, Rio Janeiro, via Barbadoes, to Portland (Me.), Jan. 23.
Orissa, ship, of Greenock, from Rio Janeiro 80 days, Feb. 9, off the Eddystone, and was supplied with provisions by the Sutherland, s., at Liverpool.
Persian Monarch, see Disasters, page 5.
Queen of the West, barque, of London, Feb. 8.
Royal Sovereign, British, steering westward, Jan. 10.
Ringdove, of Greenock, for Buenos Ayres, 65 days, all well.
Scammell Brothers, ship, Jan. 25.
Star of Persia, ship, of Belfast, Tyne to Spencer's Gulf, Dec. 23.
Scottish Chief, of Liverpool, Labos Island to Falmouth 49 days, Dec. 11.
Tremont, for Dakar, Jan. 22.
Trojan, s. Southampton to Cape Town, Feb. 8.
Vandaura, ship, of Yarmouth (N.S.), steering south, Jan. 2.
Westward Ho, barque, bound SE, Dec. 4.
Windsor Park, London to Sydney, Dec. 30.
Wairoa, of Lyttelton (N.Z.), Canterbury to London 75 days, Jan. 17.

CAPTAIN D. EDWARDS, of the West India and Pacific Company's steamer *Jamaica*, has been presented with a meerschaum pipe and solid silver matchbox by the officers, engineers, and members of his crew, as a token of their appreciation of the able manner in which he conducted his ship during the heavy weather they encountered on their homeward voyage from New Orleans. He had been on the bridge 124 hours without rest.

SAILORS' AND FIREMEN'S UNION.

LONDON BRANCHES.

At Green's Home Branch meeting, Feb. 6, Mr. Wykes in the chair, it was proposed by Messrs. Bond and Hickey that the new members joined during the week be duly enrolled; carried. It was proposed by Messrs. McGuinness and McCrae that Mr. F. Allison be fined £1 for insulting the general secretary at the Tower Hill Branch meeting; carried. It was proposed by Messrs. Hickey and Evans that the minutes of the previous week's meetings be adopted as read; carried. It was next proposed by Messrs. Lloyd and Andrews, and carried, that the office hours be from 10 a.m. till 4 p.m. through the week, Saturdays included. It was proposed by Messrs. McDermott and Pollard that Mr. Walsh call on Mr. List, and in the event of not seeing him, to confer with Mr. Robinson regarding the expelled men, Duggin and Bishop, at present working on Messrs. Donald Currie & Co.'s boats; carried. It was proposed by Messrs. McDermott and Hill that the delegate go on board the s.s. *Umzinto* and try to arrange that she take a crew of Union men, it having been reported that she was going to take non-Union men; carried. Proposed by Messrs. Carr and Wheeler that the Green's Home Branch meet half the expenses with the Tidal Basin Branch on Sunday, regarding the demonstration to be held on Tower Hill in support of the Dock Labourers; carried. Proposed by Messrs. Evans and Hickey that the society go and ask Mr. Davidson, of the Port Line, why he allowed the *Port Fairy* to go with a scab crew, after promising to engage none but Union men; carried. The following members were elected on the committee: Messrs. Curtis, Regan, McDermott, Anderson, Phillips, Fell, Frazer, Maltby, Randelson, Haley, Short, Crawley, Lloyd, and McCrae. Messrs. McDermott and Maltby were elected auditors for the Branch's half-yearly accounts, to commence on Monday. Messrs. Clark, Palmer, Nicol, Fysh, and Power were elected to represent the Branch on the London Trades Council.

At the London district meeting, Feb. 10, Mr. Donaldson in the chair, it was proposed by Messrs. Garvey and Wheeler "that a vote of censure be passed on the *Labour Elector* for publishing a false statement regarding the balance-sheet of the Union, for good and *bona fide* members of this organisation know right well that the balance-sheet is to be had at any Branch office, also that we pledge ourselves not to recognise the *Labour Elector* for the future;" carried. It was proposed by Messrs. Evans and Wheeler that we ask the Executive to do away with the red card, as so many bogus ones are about; carried. Proposed by Messrs. Crawley and Garvey that the concessions asked by the Painters be granted; carried.

The weekly meeting of the Tug Boatmen's Branch was held at the "Captain Man-of-War," Mr. Farthing in the chair, on Feb. 5, when it was proposed by Mr. Kent, seconded by Mr. Warren, that the minutes of the previous week be confirmed and adopted as read; carried. A member of the Branch laid a complaint against the captain of the tug *Terrier* for having dismissed him from his work for going home to see his wife as she was in a dying state. It was proposed by Bro. Warren, seconded by Bro. Anson, that the secretary should summon him to the next meeting; carried. The meeting was then addressed by Bro. Garvie and by Bro. Leask from the Tidal Basin Branch. Proposed by Bros. Anson and Kelly that a hearty vote of thanks be given to the members of Green's Home and Tidal Basin Branches for their visit; carried. The meeting closed at 10.30 p.m.

We are requested to state that the Tug Boatmen, affiliated with the Watermen and Lightermen, and meeting at the "George IV," Ida-street, Poplar, do not belong to the Tugboat Branch of the Sailors' and Firemen's Union, as they comprise labourers and others who are not eligible to join the Sailors' and Firemen's Union. The following are the Rules: I.—That no person shall be admitted a member of the Branch unless he can produce coasting discharges, or be duly proposed and seconded by members who can vouch that he is a *bona fide* tug-man. II.—That no boy shall be permitted to take a man's position until he attain the age of eighteen years, either in the stokehole or on deck; and that previous to that he must serve twelve months on board a tug. III.—That the standard hour for calling for orders shall be seven o'clock p.m. in the case both of river and sea-going boats. IV.—That all boats towing to the Continent and back to coal loading ports shall not proceed to sea without the full complement of men, or what is termed extra hands. V.—That

when any difference occurs between employers and employed the member or members concerned shall at once report the circumstances to the secretary, who shall take such action as he may deem expedient, or as the Branch may instruct; that when a member is dismissed from his position by an employer without any reasonable cause, no other Union man shall take his place; that in the event of a non-Union man being engaged to take the place of the said member the whole of the crew shall cease work at once. VI.—That if it is found out that a vessel leaving the dock or river has not a full crew of Union sailors and firemen, the Union men on board the tug engaged to tow the said vessel shall refuse to take her in tow. VII.—That any member (captains and mates included) joining his vessel in a state of intoxication which renders him incapable of performing his duties, shall be fined the sum of five shillings for the first offence, subsequent offences to be punishable as the Branch may decide.—Mr. Donaldson, the secretary of the Tug Boatmen's Branch of the Sailors' and Firemen's Union, has, in spite of the opposition with which he has to contend, already enrolled 354 members, and the Branch is progressing.

CARDIFF BRANCH.

At the usual weekly meeting held in the Club-room, Wyndham Arcade Hotel, Feb. 10, Mr. Chubbs, president, in the chair, Mr. Fry, vice-president, was also in attendance, together with the medical officer of the Branch, Dr. De Vere Hunt. The minutes of last meeting were read and accepted. The minutes of the committee meeting held on Friday were also read. A great discussion then took place with reference to the contribution sent to the Trades Council in support of the representatives, it being considered not sufficient. Mr. Brooks said that there was a resolution passed that each member contribute 2d. towards the support of the Trades Council. Mr. Harrison said that the resolution that was passed at their Branch meeting was to represent only four hundred members, and that they contribute the 2d. per head. The president said the Trades Council considered it a great injustice that we did not contribute more towards the support of the two representatives. The secretary (Mr. Gardner) said he did not think that the Sailors' and Firemen's Union would be far behind other societies who contribute the 2d. per year for each member. He had always held the Sailors' and Firemen's Union up as a pattern at whatever meetings he had attended of other societies. After further discussion it was proposed by Mr. Brooks, and seconded by Mr. Atkins, that another £5 be voted the Trades Council. It was also proposed that a levy of 2d. per head be put upon all members of the Cardiff Branch in support of the Trades Council; carried. The secretary then read a letter which he had received from the mother of one of our members, who had been drowned from off the s.s. *Hagen*, thanking him for the interest that had been taken on behalf of her son, and for the amount received, although he was not in full benefit at the time. She trusted that God would prosper such a good and noble cause. Mr. Gardner put before all present the benefit attached to the sick fund, and urged all to avail themselves of the same. Dr. De Vere Hunt then personally thanked those members who had done so much in getting so many to avail themselves of the benefit of the sick fund, but he considered it the bounded duty of each one to belong to the sick society. He knew of no society in existence where men could receive the benefit that they did in their own for the sum of 4d. per week. The weekly statement was then read, giving the income and expenditure of the week, which proved most satisfactory. It was proposed by Mr. McKevitt, and seconded by Mr. Brooks, that same be accepted as correct. It was also moved that a half-yearly balance-sheet be published, also the half-yearly sheet for the Union Home. This was proposed by Mr. Chubbs, and seconded by Mr. Neagle. The new members for the week were reported to be seventy-one.

(Continued on page 11.)

In the Admiralty Division the hearing has been concluded of the action of collision between the steamships *Ella* and *Chester*, which collided in the River Thames. The *Chester* was pronounced alone to blame.

AWARD FOR RESCUE AT SEA.—The Board of Trade have received, through the Foreign Office, a silver medal and diploma which have been awarded by the Italian Government to Mr. David Evans, master of the ship *Kaffir Chief*, of Yarmouth, in recognition of his services in rescuing the shipwrecked crew of the brigantine *Ottone*, of Genoa, which was abandoned 230 miles from Pernambuco, on Sept. 7 last.

NOTICES.

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SEAFARING MEN

Should Join without Delay,

AS THE

ENTRANCE FEE IS BEING RAISED,

THE

NATIONAL AMALGAMATED SAILORS' AND FIREMEN'S UNION

Of Great Britain and Ireland.

Among the chief objects of this powerful Union are:—

To obtain reasonable Hours of Duty, and maintain a fair rate of wages;

To provide for the Safety of Ship's Work;

To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;

To provide assistance in case of Illness, Accident, and Shipwreck; and

To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

ABERDEEN.—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 35A, Union-street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.

ARBROATH.—J. Wood, 14, Wharf-street, Montrose.

ARDROSSAN.—W. Galbraith, 50, Princes-street.

BARROW-IN-FURNESS.—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.

BARRY DOCK.—J. Harrison, 4, Station-ter., Cogan, secretary; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor. Meeting, Thursday evening, 7.30 p.m., at the Station Hotel, Cogan, near Penarth Dock and Railway Stations.

BELFAST.—R. Price, 56, Corporation-street.

BIRKENHEAD.—Alexander Shepherd, 12, Taylor-st. Meeting, every Wednesday evening at 7.30 p.m.

BLUTH.—Jamse Heatley, 9, Market-street. Meeting, Wednesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Bluth.

BO'NESS.—John Adamson, Jun. (agent *pro tem.*), South-street.

BRISTOL.—J. Fitzpatrick, 45, Prince-street, Queen's-square, secretary; Captain C. T. Taylor-Rae, president; Dr. Triston, 115, New Cut, medical officer; Mr. Cross, May-chambers, Clare-street, solicitor; Captain Langdon, 69, Queen-square, treasurer. Meetings, every Monday evening, 7.30 at The Ship, Redcliff Hill; every alternate Saturday, 7.30 p.m., at Steam Packet Hotel, Horwell-road.

BURNTISLAND.—Jas. Moody, 12, Somerville-street, secretary, who is to be found at the office till 9.30 p.m. any night; Alexander Mackintosh, Esq., 41, High-street, law agent. Meeting, every Monday evening at 7 p.m.

CARDIFF.—John Gardner, Sailors' Union Institute, West Bute-street, secretary; Dr. De Vere Hunt, Westbourne-crescent, Canton, medical officer; Joseph Henry Jones, Esq., St. Mary-street, solicitor.

CORK.—Michael Austin, 6, Patrick-street.

DUBLIN.—John Dench, 87, Marlboro'-street, Meeting, Friday evening, 7.30 p.m., at 87, Marlboro'-street.

DUNDEE.—H. McKendrick, Mariners' Hall, 48, Candle-lane.

FLEETWOOD.—J. Donovan, Sailors' and Firemen's Union, 11, Church-street, secretary; F. Addie, Esq., solicitor. Meeting, Friday evening, 7 p.m.

GLASGOW.—J. D. Boyd, 13, James Watt-street, secretary; Mr. J. McQuillan, president; R. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Thursday evening, 7.30 p.m., at 102, Maxwell-street.

GOOLE.—W. R. Chappell, 28, Boothferry-rd., sec., R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Tuesday and Friday evenings, 7.30 p.m., at 28, Boothferry-road.

GRAYS.—Wm. Wall, 18, Charles-street.

GRAVESEND.—T. Wall, 5, Queen-street.

GREAT GRIMSBY.—Wm. Young, Unity House, 1, Kent-st., secretary; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.

GREAT YARMOUTH.—J. McDade, 7, Friars-lane.

GREENOCK.—E. Donnelly, 16, East India Breast.

GRANGEMOUTH.—Chas. C. Byrne, Masonic Hall, Grange-street, secretary; Wm. M. Anderson, Esq., Grange-street, solicitor. Meeting, Tuesday evening, 7.30 p.m., in Masonic Hall.

HULL.—Jas. Hill, Unity Hall, Prince-street, Dagger-lane, secretary; Mr. John Hussey, outside delegate; R. W. E. Whitehead, Esq., Bowlalley-lane, solicitor. Meeting, Friday evening, 7.30.

KING'S LYNN.—Wm. Bennett, 14, South-street. Meeting, Friday evening, 8 p.m.

LEITH.—R. Smith, Trafalgar Hall, 54, Bernard-street. Meeting, Thursday evening, 7.30.

LIVERPOOL (South End).—Wm. Nicholson, Malakoff Hall, Cleveland-square. Meeting, Monday evening, 7.30, in Malakoff Hall.

LIVERPOOL.—(North End).—T. Connarty, 116, Derby-road, secretary; Dr. Leet, Derby-road, Bootle, medical officer; Tetlow, Esq., solicitor.

LONDON (Tidal Basin).—G. Pirrett, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock.

LONDON (Tower Hill).—J. Wildgoose, secretary, 3, Mint-pavement.

LONDON (Green's Home Branch).—T. H. Clark, 5, Jeremiah-street, East India-road, E.

LONDON (Rotherhithe and Deptford Branch).—C. Wykes, 20, Forsyth-street.

LONDONDERY.—A. O'Hea, 27, William-street.

MARYPORT.—J. Smith, The Coffee Tavern, Irish-street, secretary, resides on the premises, where he can be seen at any time. Meeting, Monday evening 7 p.m.

MONTROSE.—John Wood, 14, Wharf-street. Meeting, Monday evening, 7.30, at office.

MIDDLESBRO.—George Cathey, Robinson's Market Hotel, Market-place.

NEWCASTLE-ON-TYNE.—John Mansell, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Elliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.

NEWPORT (Mon.).—F. Gilman, 31, Ruperra-street, secretary; Dr. Pratt, Ruperra-street, medical officer; Digby Powell, Esq., Dock-street, solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday evening, 7.30, at Tradesmen's Hall, Hill-street.

PENARTH.—J. Harrison, 4, Station-terrace, Cogan, secretary; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor. Meeting, Thursday evening, 7.30 p.m., at Station Hotel, Cogan, near Penarth Dock and Cogan Railway Stations.

PLYMOUTH.—E. R. Thackwell, National Sailors' and Firemen's Union Office, Woolster-street, near Shipping Office. Meetings, Friday evening, 7 p.m. at the office.

PORT GLASGOW.—E. Donnelly, 16, East India Breast, Greenock.

SEAHAM HARBOR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.

SHIELDS (South).—D. Clement, Seamen's National Union Hall, Coronation-street, secretary; G. Cowie, assistant secretary; Dr. Robson, medical officer, 1, Regent-street; solicitor, R. Jacks, Esq., King-street. Meeting nights, Monday and Friday, at 7 p.m.

SHIELDS (North).—George Stewart, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.

SOUTHAMPTON.—J. F. Nash, High-street Chambers, 80, High-street, secretary; J. Hallett, Esq., 20, Portland-street, solicitor; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 7 p.m.

SUNDERLAND.—W. Lonsdale, Prospect-row, near Shipping Office. Meeting, Monday evening, 7 o'clock, at 174, High-street East. Solicitor, T. Watson Brown, Esq., B.A., LL.D., 57, Villiers-street.

SWANSEA.—R. Thomas, Colosseum Hotel, Wind-st. WEST HARTLEPOOL.—J. Leahy, Russell's Buildings. Meeting, Friday evening, at 7 p.m., at office.

WHITEHAVEN. } John Smith, Maryport.

WALLSEND.—Septimus Johnson, 17, Third-street, Palmer's Buildings.

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GEORGE T. LUCOCK, Assistant Secretary
Pro J. H. WILSON.

Offices of this Union have been opened at the following ports, where all information may be obtained of the representatives named below:—

BLUTH.—Mr. HEATLEY, 9, Market-street.

BRISTOL DISTRICT AND BRISTOL CHANNEL PORTS.—Capt. LANGDON, Pilots' Association, 69, Queen-square.

BURNTISLAND.—Mr. MOODY, 12, Somerville-st.

CARDIFF.—Mr. GARDINER, Seamen's Institute, West Bute-street.

DUNDEE.—Mr. MCKENDRICK, Mariners' Hall, 48, Candle-lane.

GLASGOW.—Mr. BOYD, 13, James Watt-street.

GOOLE.—Mr. CHAPPELL, 28, Boothferry-road.

GREAT GRIMSBY, Mr. YOUNG, 33A, Cleethorpe-road.

LEITH.—Capt. TOSH, 34, Barnard-street.

LONDON.—Mr. CLARKE, 9, Jeremiah-street, East India-road; or, Mr. PIRRETT, Seamen's Union, opposite Shipping Office, Tidal Basin.

MIDDLESBROUGH.—Mr. GEO. CATHAY, Robinson's Market Hotel.

NEWCASTLE.—Mr. MANSELL, 5, Broad Chare, Quay Side.

NEWPORT (MON.).—Mr. F. GILMAN, 31, Ruperra-street.

SOUTHAMPTON.—Capt. NASH, 80, High-street.

SUNDERLAND.—Capt. GEORGE LEE, Albion Hotel, Woodbine-street.

WEST HARTLEPOOL.—Mr. LEAHY, Seamen's Union, Russell's Buildings.

SOUTH SHIELDS.—Capt. GEO. T. LUCOCK, (Head Office) 33, Market-place.

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GLASGOW.—John McInnes, 12, Anderston Quay.
" James Bracken, 182, Broomielaw.
LONDON.—Mrs. C. Warrington, 76A, Minorics
(for officers).
NORTH SHIELDS.—Mrs. M. Jones, 31, Duke-
street.
SOUTH SHIELDS.—Sailors' and Firemen's Union
Boarding-house, 81, East Holborn.
SUNDERLAND.—Wilson's Temperance Hotel,
174, High-street East.

NATIONAL AMALGAMATED SAILORS' AND FIREMEN'S UNION Of Great Britain and Ireland.

ROTHERHITHE & DEPTFORD BRANCH.

The Office of the above Branch is situated at
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Where Members may be Enrolled any Week-day
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*CONTRIBUTIONS may be paid and all infor-
mation obtained from the Secretary,*

C. WYKES.

By Order—**T. M. WALSH,**
London District Secretary.

NOTICE.

TO SECRETARIES AND CORRESPONDENTS.

The GRIMSBY BRANCH have taken
larger and more commodious offices.
On and after Saturday, February 15th,
please address all correspondence to
Unity House, No. 1, Kent Street, Great
Grimsby. Telegrams addressed "Young,
Unity House, Grimsby," will reach their
destination.

F. W. YOUNG, Secretary.

TUG BOAT BRANCH. SAILORS' & FIREMEN'S UNION.

NOTICE.

Tug Boat Men desirous of protecting
their interests and improving their con-
dition should at once join the above,
while the entrance fee is low. They can
be enrolled at any of the London Branch
Offices of the Sailors' and Firemen's
Union (mentioned on page 8 of SEA-
FARING), or at Mr. Fysh's, 257, East India
Road, Poplar, any evening from 8 to 10
p.m. The weekly meeting of the Tug
Boat Men is held at the "Captain Man o'
War," High Street, Poplar, every Wednes-
day evening.

NATIONAL AMALGAMATED SAILORS' AND FIREMEN'S UNION OF GREAT BRITAIN AND IRELAND.

IMPORTANT NOTICE TO MEMBERS.

Contributions will in future be received from
Members of the above Union, at
3, MINT PAVEMENT, TOWER HILL.
Any Contributions paid at 23, KING STREET,
on and after January 31st, will not be recognised
as a payment to this Union.

All Members of the Tower Hill Branch are
invited to attend the Meetings of the Green's
Home Branch, until further notice.

Signed on behalf of the Executive Committee,

J. H. WILSON,
General Secretary.

NOTICE.

Members of the Sailors' and Fire-
men's Union passing votes of censure
on the officials of any Branch other
than their own, must submit such
votes to the Executive Council before
sending them to SEAFARING or
any other paper for publication.

J. H. WILSON,
Feb. 12, 1890. *General Secretary.*

Seafaring.

SATURDAY, FEBRUARY, 15 1890.

"As to Parliament, it does so little and
talks so much that the most interesting
ceremony I know of in connection with it
was performed (with very little state
indeed) by one man, who just cleared it out,
locked it up, and put the keys in his
pocket." So Charles Dickens wrote in the
year 1854, and so an increasing number of
people think now that the world is 36 years
older. Whether such people be right or
wrong, certain it is that the interest with
which the opening of Parliament is regarded
by politicians and newspaper readers gene-
rally has not hitherto been shared by the
seafaring class, which everyone knows to
be the backbone of this maritime nation—
or empire, if you like—that Parliament is
supposed to represent. And the reason is
not far to seek. While all other sorts and
conditions of men have some sort of repre-
sentation in Parliament, seafaring men have
absolutely none whatever. To say that a
seaman might as well be a dumb animal
for all that he can say in Parliament, would
be misleading. Dumb animals are far
better off in the matter of Parliamentary
representation than seamen. Horses, dogs,
oxen, sheep, swine, foxes, cats, mice, frogs,
have all got their spokesmen in Parliament.
Scores of members are sworn to defend the
farmers' live stock and the landlords' game,
and scores more are on the alert to defeat
the doctors if they propose to vivisection or any
way to maltreat even a cat, frog, or mouse. In
fact, there is no living organism you can men-
tion, save the seaman, that has not a champion
in Parliament. Such being the fact—
reflecting shame on all concerned—what
wonder that the seafaring class should have
regarded Parliament as of little or no interest
to them? But the schoolmaster has been
abroad among the seafaring as well as
among other classes, and seafaring folk and
their friends are beginning to understand
that as Parliament makes the laws of the
land, and as other working men have
successfully asserted their claims to a
voice in the process of law-making,
Parliament and its doings concern the
seaman far more than he has generally
been in the habit of supposing. In the
first number of this journal, Parliamentary
representation for the seafaring class was
stated to be one of our principal aims. It
is rarely given to one man to see so import-
ant a reform achieved in his own generation.
Most men who aim at anything so large
must lay their reckoning with having to
wear their lives out in thankless toil,
content if they but catch a glimpse of the
Promised Land in their lifetime. Though
we have had our share of toil—accom-
panied by the malignant abuse of persons
who lived on the seamen, while we
were losing by labouring for them—we

have had the good fortune of seeing the seafaring class so far aroused to the importance of Parliamentary representation, that Parliamentary representation has been unanimously adopted by their Union as one of its chief objects. Mr. Plimsoll, Mr. Wilson, and various other speakers have, at meetings held from time to time within the last few months, shown what Parliament can and ought to do for seamen, while many of our correspondents have dealt with the same subject, and a proposal to make the Load Line compulsory has not only received the cordial approval of the various Branches of the Sailors' and Firemen's Union, but has been promised the support of a large number of members of Parliament—something like two-thirds, we believe, of the House of Commons. The reassembling of Parliament, which took place on Tuesday last, is, therefore, regarded with more interest by seamen this year than it has ever been regarded before. Sunk in the apathy of despair, seamen have been accustomed to regard Parliament as something that did not concern them. Aroused from that apathy of despair, they take, as we have said, a different view, and instead of regarding all attempts to obtain justice as hopeless, they have exerted themselves as other working men do, to get members of Parliament to promise their support, with the result that a majority of members are said to have promised that support. This fact should teach seamen how much they can do for themselves by sticking together and acting as one man. It is another illustration of the value of the Sailors' and Firemen's Union as a mighty engine capable of effecting a vast change and improvement in the lot of the seamen and firemen. But for the Union, all that Mr. Plimsoll, Mr. Wilson, and others might have said, and all that our correspondents and we might have written, would not have borne fruit for many a long day. Scores of thousands might have agreed with us, but without combination there could have been no united action, and without united action no appreciable result. But now that the difficulty is not so much to persuade men to join the Sailors' and Firemen's Union as to discover men so blind to their own interests as to neglect joining it, there is no necessity to enlarge upon the value or advantages of the Union. It is more to the purpose to point out that much as has been accomplished, much yet remains to do. In spite of all the support promised to the Bill for making the Load Line compulsory, that Bill will encounter from the vaser sort of shipowners the most determined opposition, and that opposition can take other forms besides frank resistance in Parliament and the Press, or on public platforms. It can, for instance, take the form of insidious attempts to smash up the Union by sowing dissension among its members and officials, and attempting to set the seamen and the friends of seamen against each other. Signs are not wanting that the Bill will meet with another form of opposition. It will be pretended that to fix a Compulsory Load Line in the case of British ships is to give the foreigner an undue advantage over the British shipowner, because while the British shipowner must compete with the foreign shipowner for freights, the British shipowner would only be able to carry a strictly limited amount of cargo, while the foreigner could load in defiance of any load line. This is an old and verystale argument, but as it is the only one that our opponents have got, it is con-

stantly being pressed into service. It may, therefore, be as well to quote from the Merchant Shipping Act, 1876. Clause 13 of Vict. 39 and 40, cap. 80, runs thus:—

"Where a foreign ship has taken on board all or any part of her cargo at a port in the United Kingdom, and is whilst at that port unsafe by reason of overloading or improper loading, the provisions of this Act with respect to the detention of ships shall apply to that foreign ship as if she were a British ship, with the following modifications:—

"(1) A copy of the order for the provisional detention of the ship shall be forthwith served on the consular officer for the State to which the ship belongs at or nearest to the place where the ship is detained.

"(2) Where a ship has been provisionally detained, the consular officer, on the request of the owner or master of the ship, may require that the person appointed by the Board of Trade to survey the ship shall be accompanied by such person as the consular officer may select, and in such case, if the surveyor and such person agree, the Board of Trade shall cause the ship to be detained or released accordingly, but if they differ, the Board of Trade may act as if the requisition had not been made, and the owner and master shall have the appeal to the court of survey touching the report of the surveyor which is before provided by this Act; and

"(3) Where the owner or master of the ship appeals to the court of survey, the consular officer, on the request of such owner or master, may appoint any competent person who shall be assessor in such case in lieu of the assessor who, if the ship were a British ship, would be appointed otherwise than by the Board of Trade.

"In this section the expression 'consular officer' means any consul-general, vice-consul, consular agent, or other officer recognised by a Secretary of State as a consular officer of a foreign State."

Thus it will be seen that foreign ships are subject by the law as it already exists to restrictions as well as British ships. Not only does the law exist, but it is enforced. An opponent of Mr. Plimsoll quotes from the shipping news of Jan. 21 last, that "Martin Pulling, master of the Russian sailing vessel *Uganzeema*, arrived at Leith, from Riga, was fined £5, with £1 15s. expenses, for carrying as deck cargo a number of battens to a height exceeding three feet above the deck." Here, then, we have evidence not only that the law exists, but that it is carried out. So much for the bogey that the shipowners are so fond of setting up. One has only to examine it to find that it is a bogey and nothing else. Returning, however, to the Compulsory Load Line Bill to be introduced this Session, it may be interesting to note that it is backed by such well-known names as the Right Hon. Sir W. Vernon Harcourt, the Right Hon. L. M. Heneage, Sir E. J. Reed, Mr. Staveley Hill, Q.C., Mr. C. H. Wilson, Mr. Broadhurst, and Mr. G. Howell. Mr. C. H. Wilson, as most of our readers know, is one of the largest shipowners in the world, Sir W. Vernon Harcourt and Mr. Heneage have both been Cabinet Ministers, while Sir E. J. Reed and Mr. Staveley Hill, Q.C., are both Conservatives. Bearing such names the Bill cannot be regarded as a party measure, while the fact that Mr. C. H. Wilson, of Hull, backs it, shows that it is not aimed at the respectable shipowner, but only at the unscrupulous shipowner, and the presence of the names of Mr. Broadhurst and Mr. Howell shows that other working men besides seamen are keenly interested in the Bill. Mr. Broadhurst is, we believe, to have charge of the Bill in Parliament—where each Bill needs its pilot. Mr. Broadhurst has repeatedly shown himself anxious to help the seamen, for which reason we should be sorry to seem ungrateful to him. But while we intend to cast no reflection on him by the statement, the fact must be stated that Mr. Broadhurst is not a seaman. Mr.

Broadhurst may do his best, but a practical seaman would have a knowledge of details, and a fund of illustrations drawn from practical experience to which no landsman can lay claim, except Mr. Plimsoll himself. This fact should be borne in mind, for it brings home to the seamen the urgent necessity of having seamen to represent them in Parliament.

NAUTICAL NEWS.

THE Glasgow Chamber of Commerce think the proposed Forth and Clyde Ship Canal unnecessary, and that financially it could not be successful.

THE steamer *Rock Light*, from New York, at Amsterdam, reports that on Jan. 27, in 49 N., 22 W., she passed a vessel bottom up, of about 400 tons. She was coppered and apparently a wreck.

CRAIGISLA, from Iquique, arrived at Falmouth, reports:—Spoke Jan. 2, 2 N., 28 30 W., *Edmund Richardson*, of Bristol, from Africa, making for Barbadoes, with crew sick, supplied vessel with medicine.

NEW YORK advices announce that the steamship *State of Pennsylvania*, which left Glasgow on the 8th ult., arrived at Sandy Hook in a battered state. Strong westerly gales and high seas were experienced.

INTELLIGENCE dated Stockholm, Jan. 31, says:—The first sailing vessel of the year, viz., the English brig *Crusader*, sailed hence for England yesterday. No sailing vessel has gone to sea from here at this time of the year within living memory.

SAN FRANCISCO advices of the 22nd ult. report the arrival of the British ship *Incheape Rock* from Rio. She made rather a long passage, owing to the weather experienced off the Horn. The *Crofton Hall* had also arrived 83 days from Rio.

It appears from the last pilot chart of the North Atlantic, issued by the United States Hydrographic Office, that forty-two derelict vessels are reported floating about north of 23 degrees and south of 48 degrees north latitude, to the great danger of shipping.

THE gunboat *Peristan*, intended for the Australian squadron, has been launched from Elswick. She is 2,575 tons, fitted with machinery capable of developing 7,500-horse power, and is expected to attain a speed of nineteen knots. Sir Graham Berry, Agent-General for Victoria, characterised the ceremony as a partial realisation of the idea of the thorough union of the colonies with Great Britain.

At Cherbourg trials are being made of a small fish-shaped vessel, which can be used either as a surface or submarine boat. Details are wanting as to the motive power, but compressed oxygen is carried for purposes of respiration. The peculiarity about this craft is that at the stern she carries a pair of shears, by means of which, we are told, "cables and wires" may be cut. One would like to see those shears, rather than be operated on by them.

SIGNALS of distress were hoisted on Monday on the Chicken's Lighthouse, on the South Coast, Isle of Man. A boat's crew was sent out, but in consequence of the heavy sea they could not land, but got near enough to the rock on which the lighthouse is erected to speak to the keepers. They ascertained that the principal keeper, Mr. Black, was ill. An attempt was made again next afternoon to effect communication, but in consequence of a strong east wind it had to be abandoned.

THE Board of trade have received, through the Foreign Office, the undermentioned rewards, which have been granted by the Italian Government to the crew of the British steamer *Brooklyn*, of Bristol, in recognition of their services in rescuing the crew of the Italian brigantine *Barone Podesta*, on Sept. 10, 1889. Silver medals to William Flet, master, and William French, mate; and bronze medals to John Goddard, boatswain, and William Yea, Frank Walter, Carl Jakobson, Alfred Amundsen, and Thomas Cook, seamen.

At a meeting of the Council of the Mercantile Marine Service Association, held last Tuesday in Liverpool, a presentation was made of a silver medal to Captain Watson, of the steam trawler *Heron*, and votes of thanks to Messrs. Donovan and Davies, of the ship *Latona*, and Kilbey and Payne, of the *Heron*, who rescued Captain Marconini, a member of the Association, when his ship, the *Latona*, was lost on the 18th Jan. last. Captain T. Vincent, who officiated in the absence through indisposition of the president (Captain Ward), announced that his worship the mayor (Mr. Thomas Hughes, owner of the *Latona*), had very generously sent £25 to be divided amongst the crew of the *Heron*.

SAILORS' AND FIREMEN'S UNION.

(Continued from page 7)

LIVERPOOL BRANCHES.

At the general meeting of the South End Branch, Feb. 10, Mr. A. J. Candler in the chair, Mr. J. Turkington in the vice-chair, the secretary read the minutes of the previous meeting, which after being duly considered were passed as read. It was then moved by Mr. D. Murphy that Mr. Garrett be door-keeper; seconded by Mr. P. Grady, and carried. The chairman then instructed the door-keeper to allow no man into the room without showing his card, after which the correspondence was read, also the financial statement for the week, which was considered satisfactory. A deputation of cooks, representing cooks, butchers, and bakers of the Atlantic liners, was next introduced, they wishing to form a Union of their own apart from the Sailors' and Firemen's Union, so that they may be able to govern their own affairs and fix their own rate of wages, but work in union with our members. They stated they were prepared to assist in any case of emergency. The secretary said he did not wish to throw cold water on the movement, as he would like to see all classes of seamen thoroughly organised, but he was afraid that if the cooks started an independent Union it would be the means of weakening the position of all classes concerned, and that as soon as the sailors and firemen were thoroughly organised in Liverpool it would cause a clash, because they would be refusing to sail with men who belonged to a local Union, and he thought the position might be dealt with so as to give satisfaction to both cooks, butchers, and bakers, if they were to join our Union in a body, by having the committee a representative one, so that no one class would overrule the other. By having a committee of that description he thought that every difficulty might be overcome, and a proper scale of wages stipulated for, so as to meet their requirements. But under any circumstances he could not promise to render them any support in the way of establishing a Union apart from our own until their request had been put before the Executive, where he promised to forward it, and then let them know the result. After the opinion of various members had been expressed on the matter, it was moved by Mr. G. Wilson that all classes of seafaring men should be in the one consolidated Union for the purpose of showing that unity is strength, and not to be divided amongst ourselves. This was seconded by Mr. W. H. Noble, supported by Mr. D. Murphy, and carried unanimously. The deputation then thanked the meeting for their courtesy and withdrew. It was then announced by the secretary that one of our members, J. Conway, was in the hospital ship *Hamadryad*, at Cardiff, with the pleurisy, and had been laid up since Jan. 15. He being a fully paid-up member in both funds it was moved by Mr. G. Wilson that the proper sick allowance be sent on to him, as the secretary had got the medical certificate with particulars of his case; seconded by Mr. Brown, supported by Mr. D. Murphy, and carried. A letter was then read which had come from Mr. J. D. Boyd, secretary of the Glasgow Branch, in reference to the *s.s. Wakefield*, which came round from Glasgow to Liverpool by the run, the captain not paying the men their money according to agreement. Mr. Shepherd, secretary of the Birkenhead Branch, after being appealed to put their case into the hands of the solicitor for the district, Mr. Tetlow, who took their case into court and succeeded in getting their money and two days' pay, and while the case was pending Mr. Shepherd received the letter in question, to the effect that some of the men were not fully paid-up and not entitled to the assistance of the solicitor, which caused the members of Birkenhead to feel offended at Mr. Boyd. The letter was then sent to this Branch, and after being read and explained, Mr. J. B. Jones moved that we endorse the action of the Birkenhead Branch; seconded by Mr. W. H. Noble, supported by Mr. P. Grady, and carried. Mr. Grady then brought before the meeting the case of a man in one of the Dublin steamships being a cripple, and would like to become a member, but afraid he would lose his situation by so doing. Moved by Mr. G. Wilson that we let him please himself and offer no inducement; seconded by Mr. J. Brown, supported by Mr. W. H. Noble, and carried. The secretary then brought before the meeting two circulars which had been sent by the Board of Trade for information with regard to compiling labour statistics. Moved by Mr. T. Tittley that the circulars be sent to the Executive Committee; seconded by Mr. W. Rooney, and carried. A vote of thanks to the visiting members, on the motion of Mr. Brown, seconded by Mr. W. Anderson, brought the meeting to a close.

At the weekly meeting of the Bootle Branch, Feb. 11, Mr. McKevitt in the chair, the minutes of the previous meetings, the financial statement, and the correspondence were passed as read. Mr. Ryan moved that the claim of Michael Connor for loss of clothes on the *s.s. Sacrobonu* be paid; seconded by Mr. Reardon, and carried. Mr. Reardon proposed that the contents of the poor-box, not exceeding £2, be given to the widow of G. Francis, who was killed on the *s.s. St. Ronans*; seconded by Mr. Roberts, and carried. Mr. Roberts moved that the district secretary wait upon Mr. McKeown, of the Dock Labourers' Union, for the purpose of ascertaining their tactics in regard to the Federation Scheme; seconded by Mr. Berry, and carried unanimously. Dr. Leet proposed that a small notice board be placed over the entrance for the benefit of members; seconded by Mr. Roberts, and carried. Mr. Roberts moved that the action of Mr. Shepherd, the Birkenhead secretary, in the case of the *s.s. Wakefield*, is fully endorsed and approved of by the members of this Branch. This was seconded by Mr. Ryan. Dr. Leet proposed an amendment to the effect that the Bootle Branch do not approve of the action of Mr. Boyd, of Glasgow, in the matter. This was seconded by Mr. Bennett, and carried; therefore, the proposition was lost. Dr. Leet moved that the meeting adjourn; seconded by Mr. Berry, and carried. Mr. O'Hare, the president of the Branch, has now made up the full complement of members for the attainment of the gold medal.

GLASGOW BRANCH.

At the meeting held in the Typographical Hall, 102, Maxwell-street, Jan. 6, Mr. J. McQuillan in the chair, and Mr. E. Donnelly, from Greenock, being also present, the minutes of the previous meeting being read, were adopted on the motion of Mr. C. Wright, seconded by Mr. McDonald. The committee meeting minutes, after some comments, were moved for adoption, and unanimously carried, on the motion of Mr. McDonald, seconded by Mr. Coston. Correspondence was then read from the general secretary and Mr. Shepherd, secretary of Birkenhead Branch, after which the financial weekly statement was submitted and accepted, on the motion of Mr. J. McKernan, seconded by Mr. Rae. The secretary then read to the members a bank mandate, in which it asked the members to pass a resolution that Mr. J. D. Boyd's name be used to any cheques along the treasurer's, and any two of our trustees, instead of Mr. Darby's, our late district secretary. The same resolution was unanimously passed, on the motion of Mr. E. Bryson, seconded by Mr. Scott. The Branch bank-book afterwards being read, it showed a clear balance on our account of £934 3s. 10d., which was received by the members with approbation. The quarterly balance-sheet, as audited, was next placed before the meeting, the auditors testifying to the accuracy of the balance-sheet and Branch books, and Mr. E. Donnelly congratulating us on the same and the large amount of business done in our Branch for the past months, telling the members to persevere in cementing their Union with their contributions, and as long as we had balance-sheets like the one just submitted, we would never have reason to complain. On the motion of Mr. J. McKernan, seconded by Mr. McAulay, it was unanimously accepted. A member, J. Gray, who at a former meeting had his train fare from London forfeited on account of his conduct to the secretary in the office, had his case brought before the meeting, asking if there were no other alternative but to apologize before receiving his train fare, viz., 25s. After a deal of comments on the matter, and several interruptions by C. Wright, who was unanimously censured, Mr. McDonald proposed, and it was seconded by Mr. Brown, that the minutes of the former meeting be adhered to. This was carried unanimously. Owing to the interruptions by some persons under the influence of drink, it was moved by Mr. McAulay, and seconded by Mr. Irvine, that any members coming into the meeting in future the worse for drink be fined 5s.; carried unanimously. A complaint was then lodged against three members, viz., McGingian, Reid, and Farrell, for taking the *s.s. City of Cambridge* to Liverpool by the run when the crew were standing out for wages. McGingian and Reid being in the room, explained, which was accepted, they being exonerated from all blame, on the motion of Mr. H. Tait, seconded by Mr. Kennedy. It was likewise moved by Mr. T. Reardon, seconded by Mr. McPhillips, that the member Farrell be expelled for his present and former actions in working against the Union; carried unanimously. A complaint was next lodged against another bogus member named Taylor, who on several occasions worked detrimental to our Union, his latest action being taking away the *s.s. City of Oxford*, with others while men were just on the point of victory. It

was proposed by Mr. J. McKernan, and seconded by Mr. H. Tait, that he also be expelled, and was carried unanimously. The other six men who went with Taylor were next dealt with; their names are as follows:—A. Bissett, D. Cunningham, D. McLellan, R. Arthur, S. Boyle, and A. McKay. It was discovered that three of them not being members we could not deal with them, but on the motion of Mr. E. Bryson, seconded by Mr. Leach, it was resolved to fine McLellan, Arthur and Bissett £2. As an amendment, it was proposed by Mr. McAulay, and seconded by Mr. Farquharson, that they only be fined £1; amendment, 25 votes, motion, 38 votes. The motion was carried. Another complaint was gone into on members who took away the *s.s. Tenasserim*. On the motion of Mr. McKernan, seconded by Mr. McPhillips, it was unanimously agreed that the members McInnes and Ewan be each fined in the full penalty £3, and that no Union men work with them until the fine be paid. The other two men, D. White and J. Nevan, not being members, it was proposed by Mr. Kennedy, seconded by Mr. McColl, that they be asked and allowed one month to join our ranks, and if not complying, no Union men to work with them. As an amendment Mr. Farquharson moved, and Mr. Reardon seconded, that they only be allowed three days; amendment carried unanimously. J. McGeachie, P. Hughes, S. Carson, and Alex. M'Mullen, on the motion of Mr. J. Farquharson, seconded by Mr. Gough, were each fined £2 for taking the *s.s. City of Carthage* by the run to Liverpool. Mr. A. Currie, who was summoned to attend to give an explanation of his conduct for divulging our business at the Local Riggers' meeting, did so, and his explanation being deemed satisfactory, he was unanimously exonerated. Mr. E. Donnelly, Greenock, afterwards addressed the meeting, which was highly appreciated; Mr. McDonald moving, and Mr. McAulay seconding, a hearty vote of thanks to Mr. E. Donnelly for his attendance, which was heartily responded to. A brother member, J. McGarvey, brought a complaint against the 2nd engineer and another member, for assaulting him on the high seas while sick, the secretary strongly commenting on it, and promised to sift the matter to the bottom, and to take the necessary steps towards prosecuting the parties, the member McGarvey to attend personally at the office next day. A highly appreciated meeting then closed.

NEWPORT BRANCH.

The weekly meeting of this Branch was held on Feb. 6, Mr. Gould in the chair. After the passing of the minutes of the previous meeting, and outdoor delegate's report, the secretary read the weekly accounts, the total receipts being £93 5s. 10d.; members enrolled during the week, 94. The cooks and stewards were in great force at the meeting, agitating for an advance of wages. After a long discussion the following resolution was proposed by Bro. Guy W. Lee, seconded by Bro. Campbell:—That in the opinion of this Branch the wages of cooks and stewards should be advanced 5s.; cooks, £5 10s.; stewards, £6 10s.; carried. The case was then mentioned of Bro. John Wall, who was killed by falling down Mordey & Carney's Dry Dock. He was a native of Cork, who had only joined this Branch on the same day as he was killed. It was decided to pay the funeral expenses by subscription. This has been done, and a splendid balance of £5, together with the amount found on the brother, has been sent to his widow and orphans at Cork. The funeral was attended by over 100 of our members, carrying the banner of the Branch; the whole affair reflecting great credit on the Union.

GREAT GRIMSBY BRANCH.

The usual weekly meeting was held on Monday, at 7.30. Mr. Arthur Wilson, past president, was elected to the chair in the absence of the chairman, who was at sea. The secretary submitted the weekly financial statement, and the minutes of the last meeting, which were confirmed, on the motion of Mr. J. C. Chapman, seconded by Mr. H. Burnett. The question of insuring our members who belonged to the sick and burial fund, was brought up for discussion. The secretary explained that the agent of the Prudential Company had called upon him and explained their system of insuring. He recommended the insuring of joint lives; thus, one member aged 44 could be insured jointly with one aged from 18 to 22, at a considerably reduced premium, the sum insured being payable on the death of either. On the motion of Mr. G. Harfield, seconded by Mr. C. Cowlam, it was resolved that the secretary insure our sick and burial benefit members in the Prudential Assurance Company; carried. Correspondence was read from the general secretary, Hull, Goole and Middlesbrough Branches. The secretary reported to the meeting

that he had received a copy of the *Shipping Gazette*, containing the minutes of the proceedings of the Tower Hill Branch. After a lengthy discussion and reference to our constitutional rules, Mr. H. Burnett propo-ed, and Mr. J. Muttitt seconded, "That this meeting of the Grimsby Branch of the Sailors' and Firemen's Union see no reason to withdraw their implicit confidence from the Executive Council and the general secretary in carrying on the business of the Union, for which they were chosen at the annual meeting at Cardiff, where every Branch of the Union was represented. And furthermore, we are of opinion that the present trouble at Tower Hill Branch has been further aggravated through the Branch ignoring Rule IV., clause 10, and Rule VII., clause 7;" carried unanimously. It was reported that seven new members had been enrolled since the last meeting. They were accepted into the Union. The secretary mentioned incidentally that he had written to the boatmen, riggers and hobbler of the port, asking them to meet us in conference to make some arrangement as to runs, etc., as they were all non-Unionists, but had received no reply as yet. The matter was ordered to stand over for a week. The meeting stood adjourned till Monday next, Feb. 17, when it is hoped the new offices will be ready at Unity House, No. 1, Kent-street.

LEITH BRANCH.

The usual weekly meeting of this Branch was held on Thursday, Feb. 6. The chairman and vice-chairman being absent, the secretary opened the meeting, and asked the members to appoint a temporary chairman for that evening, which was done, Bro. McGregor being appointed unanimously. The secretary then read the minutes of the previous meeting, which were adopted unanimously, as was also the financial report of the week. The secretary in his report, stated that they had one member on the sick list, and one member on strike pay, he having been sent from London by the district secretary there, after being taken out of a ship which was carrying coals to the gas works. He was also pleased to inform them that the first gold medal in the Branch had been gained by Bro. Skinner, who had brought 50 members up to join, while another member had close on 40. It was unanimously agreed that a vote of thanks be awarded to Bro. Skinner for his energy in getting so many members enrolled, and that the secretary be empowered to write to head-quarters for the medal for Bro. Skinner. A letter was handed to the secretary from a late honorary member, apologising for withholding some important business in connection with the Union and its officials, which had been laid before the general secretary at that time, and asking now to be reinstated. The secretary, acting on a resolution passed on Sept. 27, 1889, intimated that no steps could be taken, nor had the Branch power to reinstate the late member. The only course clear for him was by sending his apology to the gentlemen concerned, and asking them to look over it, as he (the secretary) was not the person named in the correspondence. It was moved and seconded "That the secretary write to the executive on behalf of the late member." An amendment was moved that, seeing that it would be wrong for the secretary to write, the secretary should be empowered to write to the late member and advise him of the proper course to take. Being duly seconded, it was put to the vote, the amendment being carried by 16 votes to 6. The secretary then informed the members that a well-known gentleman in the port was anxious to become an honorary member. He had much pleasure in naming the gentleman as Mr. J. Mathiesen, ship chandler, Sandport-street, Leith. It was unanimously agreed that the gentleman named be admitted as an honorary member of the Leith Branch. The secretary having mentioned the case of the orphan of Christopher Anderson, it was moved, seconded, and agreed to unanimously, "That the secretary be empowered to write to the executive for permission to give her some money from the Branch funds," and also the following: "That the secretary be empowered to notify the general secretary (in order that it may be in the business of the next executive meeting), that the members of the Leith Branch desire that the orphan of C. Anderson should be put under their notice as a fit subject for participating in the benefits of the Widows' and Orphans' Fund." Bro. Skinner reported the progress made regarding the binner, and the meeting was brought to a close. With reference to the levy for the banner, the secretary would be very glad to receive the amount (id.) in stamps from any members who are in other places that would like to contribute to the fund, and he desires to acknowledge receipt of a levy from a member of the Branch (who gave his number as 734) lying in London. We are proud to inform all our mem-

bers, wherever they may be, that the Leith Branch is running along with a fair wind and all sails set. The income last week was the highest ever taken in Leith, and strange to say, on the anniversary of the opening of the Branch, which was opened on Feb. 9, 1889, and as a word of encouragement to some who may be a little in arrears since the strike, it would be as well to state that the majority of the men who let themselves fall back from that time, have nobly joined us again, and all seem to be well satisfied with the condition of the Branch. As a proof that we are fast gaining solid ground, no less than 33 new members were enrolled last week, and we are in a position at the shipping office in almost every case of a vessel signing, to prevent a man being in arrears, or not a member, shipping, as was seen in the case of the s.s. *Cavendish* and s.s. *South Cambria*, when the carpenter, cook, steward and mess-room steward had to join, as the men refused to sail with them until they did so. The wages derived:—Carpenter, £6 10s., being 10s. advance; steward, £6 10s., 10s. advance; cook, £5 10s., 10s. advance; mess-room steward, £2 10s., 10s. advance; firemen, £5; donkeyman, £5 10s.; sailors, £4 15s.; these three last being at the usual rate of the port, established two months' past and still maintained. It is earnestly requested that defaulting (members or seamen who have not yet joined in the port will come forward as soon as possible, as the entrance fee in all Branches from Feb. 1st has risen to 10s., and will be increased 2s. 6d. every month until the next sitting of the Executive Council.

BLYTH BRANCH.

The weekly meeting of the above Branch was held as usual on Wednesday Feb. 5, Mr. G. Dixon presiding. The minutes having been read and sustained, it was moved and carried unanimously that Geo. Robertson, foreman, be fined the sum of 5s. for backing out of the s.s. *Arch Druid*, of North Shields. A resolution was passed to this effect: "That the members of this Branch attend the funeral of Bro. M. Gaynor, of the North Shields Branch, who unfortunately lost his life by falling into the river on Monday night." As soon as this unfortunate accident became known to the agent he communicated with Gaynor's friends, and was informed by wire that his brother was coming to Blyth from Dublin. The parish authorities by this time had made arrangements to have the deceased buried, the hearse and coffin arriving on Wednesday. The agent, knowing that his friends were coming, allowed them to coffin him, but sent the hearse back, and took the responsibility of keeping him until the arrival of his friends, in the meantime making arrangements for his interment in the Catholic cemetery, that being his friends' request. The brother arrived on Thursday, and the deceased was buried on Friday with Union honours, over forty seamen and firemen following to the grave. The service being concluded, a lady, Mrs. John Bryson, of Blyth, who had been waiting at the churchyard, placed a beautiful wreath on the grave. This being the first Union funeral at Blyth, a great number of the inhabitants assembled as the coffin was carried through the streets, some of the ladies going all the way to the cemetery.

NORTH SHIELDS BRANCH.

At the usual weekly meeting of this Branch, after the minutes of the previous meeting and the weekly financial account were adopted, correspondence was read from several Branches, including several letters from Blyth Branch, relating to a member of this Branch, Michael Gaynor, belonging to Dublin, who was drowned in Blyth Harbour. Mr. James Heatley, the secretary, took a great interest in the matter, and sent to the man's relations and made all arrangements to have the man buried according to the wish of his friends, and with full Union honours. Great praise is due to Mr. Heatley for the trouble and expense he was put to in this matter, as he took full responsibility on himself, the Union not being in any way responsible for the burial of this member, he having been only four months a member, and not paying into the Sick and Burial Fund. A letter was read from the general secretary on the subject. Mr. P. McKervey moved that the funeral expenses of Michael Gaynor be refunded to Mr. James Heatley. This was seconded by Mr. C. Wood and unanimously carried. It was also moved, seconded, and carried, that a very sincere vote of thanks be accorded to Mr. J. Heatley, for the kind and brotherly manner in which he had conducted the funeral of this man and the trouble and expense he was put to. Mr. P. McKervey addressed the meeting at length, on the need of every member sticking to one another in brotherly friendship, seeing we had many traitors in our camps. Several other members spoke on the same subject.

SOUTH SHIELDS BRANCH.

At the general weekly meeting, Feb. 10, the vice-president in the chair, the secretary read the minutes of the previous meeting, which were confirmed. It was stated that 55 new members had joined during the week, and that the income for the week was the largest ever received, being £149 6s. 6d., which report was received with loud cheers. The meeting then settled down to general business. All the men that were on strike were asked to use their utmost power to find out the members who have been blacklegging during the strike, so that they may be made to comply with the resolutions that were passed that they be fined the sum of £1 for every trip they made after the circular was served, and especially those boats that gave the 10s. bonus. Another resolution was passed, "That we, the members of the South Shields Branch, give £5 to the South Shields Lifeboat Committee." Another resolution was passed that Branch officials have a uniform suit. After some discussion on the benefits of the Union, the meeting was brought to a close.

NEWCASTLE-ON-TYNE BRANCH.

At the general meeting at Lockhart's, Jan. 31, Mr. Purvis in the chair, complaint was laid by R. Croxford that one John Canvey, who joined the N. A. S. and F. Union, and had not fully paid up, but had joined the Labourers' Union, had signed in the s.s. *Newminster*, lying at Whitehill Point Spout, and he considered some action should be taken to prevent him leaving the Tyne until he had paid up. Mr. Mansell, in explaining, said it was impossible for him to be at Shields and Newcastle. He did his best and he would see that Canvey paid up on the return of the ship. Twenty sailors and 21 firemen were reported unemployed. On the correspondence from Wallsend, Mr. S. Johnson and Mr. J. Johnson attended as a deputation in reference to the lock-out of members of the Sailors' and Firemen's Union. The labourers had come out on strike, and it affected a large number of our men, who were obliged to be idle. Mr. Mansell said he had received instructions that our men should strike at the termination of the notice he had sent in. He was also first to see the employers on the matter and try to come to a settlement that would satisfy all. If the labourers had taken the bull by the horns, undoubtedly our men who were locked out would be supported by the Union—(hear, hear)—a mass meeting was to be held next day at Wallsend and Jarro, and if the members thought it necessary he would attend and do his utmost to effect a settlement. (Applause.) Mr. J. Prince proposed, and Mr. Andrews seconded, that Mr. Mansell attend at Wallsend and Jarro next day. Mr. McClure said he had received orders from Mr. Mansell to work, but for the firm he worked for orders had been received by labourers to cease work that morning at ten o'clock. He should like to know if he had to cease work also. Mr. Mansell asked where he worked. He said he was employed on board a steamer at Cobbledean dock. Mr. Mansell said there was no dispute there so he must continue at work; if he came out on strike it would be on his own responsibility. (Hear, hear.) Mr. Errington also spoke confirming what Mr. Mansell had said.

At the general meeting, Feb. 3, Mr. Errington occupied the chair the first part of meeting. On his vacating the chair Mr. J. Purvis took it. Mr. Errington explained that Mr. Mansell had to be away on purpose to see Mr. Plummer, secretary to the Employers' Association. In reference to the pending dispute a deputation was here from the different yards, and Mr. Mansell wanted to know precisely when the employers would meet, in order to avoid a serious strike. He would ask them to suspend the reading of the minutes until Mr. Mansell came back. Mr. J. Prince proposed, and Mr. Gibson seconded, that the minutes be not read until Mr. Mansell returned; carried. Mr. Mansell, on returning, was received with applause, and said he had seen Mr. Plummer, and had some high words, which resulted in a deputation from the Sailors' and Firemen's Union and Labour Union being received by the employers. He should be better able to give an account of what would be the decision of the masters after the meeting, and also what the deputation would put forward in favour of the men. (Hear, hear.) The chairman then called upon the secretary to read the minutes, which, on the motion of Mr. Andrews, seconded by Mr. McClure, were unanimously adopted. Correspondence was read from different Branches, also one letter that had been sent by J. Cowell to Mr. Smith, foreman at Hawthorns, seeking to be employed as either a labourer or fireman, and he had been employed as a labourer. After the letter had been read, Mr. Mansell was asked if he had made the inquiries that Cowell promised to pay for. Mr. Mansell said that J. Cowell had not been to him; also, after

receiving the letter now read, he considered further inquiry useless, and he hoped that men would not come to the meetings with such frivolous complaints, as it entailed a large amount of trouble and labour, and the present dispute was quite as much as he could attend to. (Hear, hear.) Mr. Hodgson complained at length as to the action J. Cowell had taken, and he proposed that J. Cowell be censured and fined for putting unnecessary work upon the secretary, and that the fine be Mr. Mansell's expenses and loss of time to the Union; Mr. J. Prince seconded, and it was carried unanimously. Twenty sailors and 16 firemen were reported unemployed. Mr. Hodgson complained that Union men were at work on board s.s. *Otranto*, of Hull, working with non-Union men, and he hoped that Mr. Mansell would see that every man produced his card before he was employed. Mr. Mansell said he was not allowed on board of any ship where restriction had been placed, also that he could not see as to whom were employed on daily wage. It was for the men themselves to see that every man produced his card. If they could not do so, then demand that they should not be employed. (Hear, hear.) It would save both time and expense if men would only remember to do this. (Hear, hear.) One of the members referred to, Mr. Hunter, said when he went to work he asked if they were all Union men, and they all said they were, and he appealed to Mr. Mansell to say if, when he came alongside and spoke about the matter, he did not leave the boat. Mr. Mansell said such was the case, and he hoped in the future all would, before commencing work, compel all to produce the pass card. (Hear, hear.) Mr. Hodgson moved, and Mr. John Wilson seconded, a resolution to the above effect, which was unanimously carried; it was also decided that Mr. Mansell attend Wallsend and Armstrongs; also that the employers be met. A vote of thanks concluded the meeting.

At the general meeting, Feb. 10, Mr. Errington in the chair, correspondence was read from different Branches, also from some of the employers, asking Mr. Mansell to call upon them in reference to some disputes regarding firemen and riggers. A resolution was passed that Mr. Mansell see those employers. Correspondence was also read from Wallsend stating that the members of the N. A. S. and F. Union had received a further advance of 1s. per week, in addition to the one already received. Mr. Mansell said that showed that seafaring men were preferred by employers of labour in preference to other classes. The correspondence as read was accepted. Mr. S. Percy complained that he had received no advance, neither had other pipe coverers; he hoped it would be seen into. Mr. Mansell said he would do his best to settle the dispute. Eighteen sailors, twenty firemen, and three stewards were reported unemployed. Mr. Mansell said that he had that day tried to compel the crew of a schooner to join the Union, and the captain had been compelled to pay the crew off and get Union men. (Hear, hear.) Mr. Errington asked for subscriptions for the Erith and Crayford strike. He said he was upon the committee appointed to receive funds for the benefit of those who were out on strike. Mr. Mansell dwelt at some length on the good that could be done by assisting each other in time of need, and explained the nature of the strike, with the result that over 6s. was collected. A vote of thanks concluded the meeting.

A mass meeting of labourers in the marine engineering trade was held on Cow-hill, Willington Quay, Feb. 5. A few weeks ago the labourers sent in a demand to the masters for an advance of 2s. per week, and a deputation of the labourers waited on the employers, Feb. 4, headed by Mr. W. Stanley, general secretary of the National Labour Union. The employers agreed to do what they had done in the shipbuilding trade—namely, to grant an advance of wages to all men who received 19s. and upwards per week, one shilling; all able-bodied men receiving 18s., one shilling; and drillers and machinemens receiving 18s., and 20s. per week, one shilling. At the meeting at Willington Quay on Feb. 5, Mr. Pinch presided, and there was a very large attendance. The chairman said they would all be aware of the object of that meeting. They were met to discuss a serious question—to decide upon the decision of the masters of the previous day. It was a question that affected them all very deeply. It was a case of work or walk the streets, and they desired that all should use their judgment very calmly. (Hear, hear.) Mr. John Mansell, local secretary of the Sailors' and Firemen's Union, after stating that owing to illness Mr. Stanley, general secretary of the National Labour Union, was unable to be present, said that a deputation representing the different bodies of workmen had met the employers in the engineering trade in reference to the demand for an increase of wages. The masters agreed to give 1s. per week advance for men receiving 19s. per week and upwards,

and to all able-bodied men receiving 18s. per week they would also give an advance of 1s. per week. The men were to start on Thursday morning, or the offer of the masters would be withdrawn. He was there to advise them, seeing that the engineers had accepted the advance offered to them, to accept the terms for the present, and then to ask for another shilling per week in a few weeks' time. (Hear, hear.) They must all know what it was to walk about the streets doing no work. If they had wives and little children, they knew that they must suffer during the strike. When they saw skilled mechanics accepting less than the amount they demanded, it was only right that they, the labourers, who were not in a financial position to avoid the ill effects of a strike, should accept less than the amount asked for. It was for them to decide that day. He did not say they must accept the terms offered, but he was there to advise them to accept them. They must see that if a large body of men went on strike, and sapped the financial resources of their society, they would not be able to withstand any efforts on the part of the employers to reduce their wages. (Hear, hear.) It was better to earn and save money while they could, and thus they would be able to acquire a safeguard against the ill-effects of a lock-out. They had had a run of prosperity during the past twelve months, but a time of commercial depression might set in, and should they not prepared for it, the labourers would have to submit to any wage reductions the employers chose to make. (Applause.) A member of the Executive Council of the National Labour Union said he had received instructions from the Council to urge the men to accept the advance offered, and when the funds of the society got larger, to apply for another advance. (Hear, hear.) The chairman suggested that a proposition should be submitted to the meeting, and a labourer moved that they accept the terms offered by the masters. The resolution was seconded by another workman, and carried unanimously. The chairman said the Jarroven men had behaved handsomely. They would all be aware that the men at Jarroven were offered the advance last week, and that they refused to accept it until they got at Wallsend and Willington Quay had also got an offer. Now that the terms had been accepted, he felt sure the Jarroven men would also go to work on the same terms. Mr. Mansell urged the men to appoint delegates at the various yards to request the men on commencing work to produce their cards. That was the time to get members enrolled in the Union. They had gained a victory, for they were getting a larger advance, according to the rates of wages, than the skilled mechanics were getting. Let them put all prejudices to one side, and let them each assist in making their society stronger than ever. (Applause.) The meeting then terminated.

KING'S LYNN BRANCH.

The usual weekly meeting was held at the Royal Standard, County Court-road, Feb. 7, Bro. H. T. Simpson, president, in the chair. The secretary reported that Bro. C. W. Arnold had proposed three members for enrolment since last meeting. It was proposed by Bro. J. Avis, and seconded by Bro. W. Fysch, that those brothers be admitted; carried unanimously. Bro. C. W. Arnold and the secretary then gave in the report of the interview that the deputation had with A. Weston Jarvis, Esq., M.P., upon the compulsory load-line and sanitary condition of the British Merchant Service. "That your deputation is happy to state that the M.P. for the port of King's Lynn is in favour of those measures being brought before the House of Commons this session. And that he promised he would support all measures that were beneficial to the British Merchant Service." It was proposed by Bro. Wm. Cumming, and seconded by Bro. J. Bridges, that a vote of confidence and thanks be accorded to Mr. J. H. Wilson, general secretary, for paying us a visit to the Sparrow Nest, and we trust that the time is not far distant when we shall have the pleasure of seeing him again; carried unanimously, with three hearty cheers; also to the skipper of our tidy little craft SEAFARING, likewise his jovial crew.

SUNDERLAND BRANCH.

This Branch held their usual weekly meeting, Feb. 10, at 174, High-street East, Mr. W. Anson in the chair. There was a very good attendance of members. The secretary reported that there had been twenty new members enrolled in the past week. The minutes of the previous meeting having been read and confirmed, correspondence was read from America, Odessa, Blyth, and Cardiff. The case of R. Bradley was again brought up, when it was decided to suspend him for eight months. Mr. T. B. Elsob then said that there were men whose names he did not know, and who had taken men's places whilst in a dispute. A circular was then read from the Executive Council in reference to the

entrance fee, it being the intention of the Union to raise the entrance fee 2s. 6d. each time until it reached £1. The meeting was addressed by a member, who urged that every member ought to act as an advertising agent for SEAFARING. He said that they wished not only that seamen should read the paper, but that all the public might be made acquainted with grievances of seamen. He further said it was the idea of him and a good many more that it would add to the sale of the paper if there was a serial tale in it. Many more members expressed themselves in the same strain. The secretary expressed himself in favour of all that had been said by the previous speakers, and said he hoped the editor would not be long in getting the insurance for yearly subscribers. [Arrangements are being made for a serial tale. The name of the only insurance company that will take the risk was submitted some time ago for approval at head-quarters, but no decision having yet been received on it we can do nothing further.—Ed. SEAFARING.]

DUNDEE BRANCH.

At a meeting of the Branch held in the F. and K. Hall, Wellgate, on Monday, Feb. 10—present: Mr. Miller, in the chair, the general secretary (Mr. J. H. Wilson), Mr. J. Smith, Branch secretary *pro tem.*, and a full attendance of members—the minutes of the previous meeting having been read, it was moved by Mr. W. Lawson and seconded by Mr. W. Malloch that they be adopted—carried unanimously. The minutes of a committee meeting held on the 7th inst. having been read, it was moved by Mr. Davidson and seconded by Mr. J. Smith that the proceedings of such meeting be confirmed—carried unanimously. It was moved by Mr. J. Davidson and seconded by Mr. Thos. Martin that Mr. Chas. Miller be appointed Branch secretary. It was moved by Mr. W. Malloch and seconded by Mr. David Smith that Mr. A. Y. McDonald be appointed secretary. It was moved by Mr. D. J. Small and seconded by Mr. D. Fenton that Mr. A. McDonald be appointed secretary. The above being all the nominations, the candidates retired from the room while the election proceeded. The result of the election was that Mr. C. Miller received the approval of the meeting, and he was therefore elected the secretary of the Branch. It was moved by Mr. J. Davidson, seconded by Mr. D. Deuchars, that Mr. Miller's resignation as chairman be accepted consequent upon his election as Branch secretary—carried unanimously. It was moved by Mr. A. Armstrong, seconded by Mr. A. McGavin, that Mr. A. McDonald be appointed chairman. It was moved by Mr. Malloch, seconded by R. Bryan, that Mr. J. Davidson be appointed chairman. It was moved by Mr. Willmott, and seconded by Mr. McGregor, that Mr. James Stark be appointed chairman. These being all the nominations the election then took place, with the result that Mr. A. McDonald was declared duly elected chairman of the Branch. It was moved by Mr. Armstrong, seconded by Mr. Coullie, that the secretary's salary be £1 16s. per week; carried unanimously. The general secretary then addressed the meeting at some length on various matters connected with the Union; and in particular as to the affairs of the Tower Hill Branch, and the conspiracy of the ship-owners, whereupon it was moved by Mr. M. Brown, and seconded by M. A. Y. McDonald, that we, the members of the Dundee Branch, hereby condemn the action of the thirty members of the Tower Hill Branch in publishing the report in last week's *Shipping Gazette*, and, moreover, we most emphatically declare we have the utmost confidence in the Executive Council and the general secretary of our Union, in spite of the fact of scab members and shipowners combining together to injure our Union, and further, that we are perfectly satisfied with the fact that the report of all Branches was submitted to the last annual general meeting, and with the knowledge that the annual report and balance-sheet will be issued in March next, as soon as the auditors appointed at the annual meeting have finished their audit; carried unanimously. It was moved by Mr. McDonald, and seconded by Mr. Armstrong, that the best vote of thanks be given to Mr. J. H. Wilson, our general secretary, for his attendance and his interesting address, and that we sympathise with him in the various matters he has to contend against by opponents of our Union, and we pledge ourselves to support him in every way; carried unanimously with cheers. The meeting then terminated.

GOOLE BRANCH.

The usual weekly meeting of the above Branch was held on Tuesday, Feb. 11. Mr. R. Broughton in the chair. After the reading of the minutes a lengthy discussion took place respecting some members who have not paid since the strike, and who wished now to come back without paying the

fine which had been imposed. It was decided not to rescind any previous resolution that had been carried. The following resolution was proposed by Mr. W. Horsley, seconded by Mr. James Gunn, and supported by Mr. J. N. Crabtree:—That this Branch desires to express its confidence in the general secretary, executive council, and SEAFARING, and thoroughly disapproves of the action of those who are trying to sow dissension in the ranks of our Union; carried with loud cheers.

BRISTOL BRANCH.

The weekly general meeting of this Branch was held on Feb. 10, at the "Ship," on Redcliff-hill, Bro. James Stanley, chairman of the Branch, presiding. After the routine business was got through, several members complained of the conduct of George George, a member of this Branch, for his conduct during the trial of Bro. Jarman, which had occupied the attention of the local Bench during the better part of the past week. Jarman had been indicted at the instance of a couple of scabs named Chapman and Collins for joining with others to prevent Chapman and Collins doing that which they had a lawful right to do, under the Conspiracy and Protection of Property Act. And during the progress of the action George had been constantly in the company of the prosecutors, and had, during the examination of their witnesses, frequently left the court and prompted the witnesses not yet called as to what had been said by those examined. It was commented upon that George, though amongst the first who had joined the Branch, had not paid any contributions since March last, until he was stopped lately in going round by the run to Glasgow for £3 10s., and then rather than pay his back dues, which amounted to 16s. or so, had elected to join afresh, and because he had to pay an enhanced fee for the accommodation, he had gone about the streets damning the Union, saying it was a fraud, and he had further given to the scab contractors all the assistance and sympathy he could, to get our delegates into trouble, in regard to the charges preferred against him by Chapman and Collins. A discussion thereupon took place as to what would be a meet punishment for such dastardly behaviour, and it was finally resolved—"That George George be expelled the Union forthwith, and forfeit all rights and privileges appertaining to a member thereof, and furthermore his name be published in SEAFARING, so that all good Union men shall shun him as a pronounced enemy to the cause." The weekly meeting of this Branch will in future be held at the "Ship" on Redcliff-hill.

HULL BRANCH.

At the last usual weekly meeting there was a fair attendance of members. The secretary's weekly report and financial report were read and accepted, and the minutes of last meeting and finance committee were adopted. The outside delegate's report was passed as satisfactory. It was proposed by Mr. Waterhouse, and seconded by Mr. Chapter, that all expelled members seeking re-admission, be admitted into the Branch by paying the entrance fee in vogue, and all arrears due from the time of first enrolment to the present time, as a fine. An amendment was proposed by Mr. Spencer, and seconded by Mr. Murray, that expelled members be admitted at one and a-half times the entrance fee in vogue. On the vote being taken, the resolution was carried. The conduct of Abbott, and the action of Tower Hill Branch was discussed, and a vote of confidence was unanimously passed in Mr. J. H. Wilson and the executive, the Branch strongly condemning the action of those officials and members of the Tower Hill Branch who, by dastardly attempts, are trying to shake the confidence of our members in our governing body, by advocating and supporting Abbott. It was proposed, seconded, and unanimously carried, that the treasurer forward to the office the sum of £20 15s. 3d., being moneys due to the executive. The subject of a banner for the Branch was discussed, and it was proposed by Mr. Biggs, and seconded by Mr. Dudda, that a levy of 6d. be put upon each member, the resolution to be put to six meetings, to ascertain the feelings of the members on the subject of a levy. All members enrolled since the last meeting were confirmed in their membership.

MIDDLESBROUGH BRANCH.

The general meeting of this Branch was held in the large club room of the Market Hotel, on Monday night last. In the absence of the president and the vice-president, Mr. Joshua Ayton was voted to the chair, and Mr. Graveson to the vice-chair. The secretary reported 20 new members for the week, who were accepted on the motion of Mr. Jackling, seconded by Mr. Bowden. It was proposed by Mr. Mucklow, seconded by Mr. Doran, that

Thomas Ramsden be accepted into this Branch as fireman; carried. After discussion, the minutes of the previous meetings were confirmed on the motion of Mr. Jackling, seconded by Mr. Bowden. A member complained of a member of this Branch having sailed in a steamer 10s. under the Union rate of wages, and hoped the Branch would deal with the said member now that he was here. Several members having spoken denouncing such conduct, it was moved by Mr. Fear, and seconded by Mr. Swinburn, that J. J. Benstead, the member in question, be fined 5s. An amendment, moved by Mr. Doran, and seconded by Mr. Bowden, that he be fined 20s., was carried unanimously. The secretary asked permission to have the telephone fitted in the office, and showed to the members that it would be a great saving of time and money in the event of any dispute taking place in Middlesbrough. It was moved by Mr. Mucklow, seconded by Mr. Swinburn, that we get the telephone fixed in our Branch office, with the consent of the general secretary; carried. The secretary was instructed to write to the Executive Council asking them to see the following resolution (which was passed at a meeting of the late Executive Council on May 25, 1889) carried out—"That each member joining the Union in the capacity of A.B., fireman, carpenter, cook, or steward, shall be allowed to sign articles only in the capacity in which he joins the Union, except in cases of urgent necessity, when, in order to prevent outsiders from shipping, the Branch secretary shall be empowered to grant permission to ship in either capacity." The meeting then adjourned, on the motion of Mr. Bowden, at 10 p.m.

SOUTHAMPTON BRANCH.

The weekly meeting of the above Union was held on Tuesday evening, at 80, High-street, a majority of the committee and a large number of members being present. Mr. Arnold, chairman, opened the meeting at 7.30. It was proposed by Mr. Chivers, seconded by Mr. Sprague, that Mr. Chappel act as secretary, *pro tem.* during the illness of Mr. Nash; carried unanimously. The letter from Mr. J. H. Wilson as to the exclusion of the press was read, also a letter from Mr. Clarke, of the *Echo*, depreciating such a course, when it was unanimously decided to carry out the general secretary's wishes, and surprise was expressed that reporters had been allowed in before. It was proposed, seconded, and carried unanimously—That Mr. O. E. Tizard be expelled from Branch and Union. Messrs. Arnold and Shears spoke of the intended visit of Mr. Wilson to Southampton. The chairman then brought the meeting to a close, thanking the members all round for the manner in which the meeting had been conducted.

INSTRUCTIONS have been issued for the cruiser *Barracouta* to be docked at Sheerness for investigation.

THE authorities of the port of Stettin have resolved to build a new harbour much larger than that now in existence.

ON Saturday the dead body of Wm. Munro, seaman, Portsoy, was found near the schooner *Lavinia*, of Banff, to which vessel he belonged.

A SHIP-WATCHMAN, named Joseph Curry, was on Saturday last found dead in the galley of the steamer *Toronto*, at Liverpool. An inquest has been held, and a verdict of death from natural causes returned.

FIVE hundred delegates represent the congress of the American Shipping Industrial League, which is meeting at Washington. The league is in favour of a subsidy of 20 cents per ton for each thousand miles travelled.

LETTERS from Gibraltar state that influenza is still very prevalent among the men of the *Northumberland*, the flagship of the Channel Squadron, the sick list having reached a maximum of 173 cases. Subsequently, however, an improvement set in, and the cases have largely diminished in number. The *Monarch's* sick list rose to between seventy and eighty, but the other ships of the squadron are now healthy. After the squadron have coaled they will go on a ten days' cruise, and will then return to Gibraltar, where they will make a prolonged stay, in order that the men may carry out their annual prize firing. It is not expected that the squadron will return to England until about the middle of April.

LONDON.

C. WARRINGTON,
PRIVATE BOARDING HOUSE FOR OFFICERS ON BOARD SHIP.
HOME COMFORTS STUDIED. TERMS MODERATE.
70a, MINORIES.

NOTICE.

UNION SAILORS and FIRE-MEN are requested NOT to come to GRANGEMOUTH for the CARRON CO.'s Vessels, and to refuse to ship in them until the present DISPUTE is settled.

CHAS. C. BYRNE,

Branch Secretary.

Grangemouth, Jan. 20, 1890.

TO SHIPOWNERS.

Shipowners requiring Masters or Mates can depend upon being supplied at once with thoroughly Competent, Steady, and Trustworthy Captains and Officers by communicating with Capt. Luccock, 33, Market Place, South Shields, where a Register of Unemployed Masters and Mates is kept, free of charge.

TO UNION MEN.

Union men engaging by the run to Cardiff, Barry, or Penarth, either steam or sail, are requested to see the word "Dock" is left out of such engagements, and to agree only to bring the vessel to either the Port of Cardiff, Barry, or Penarth. They are further requested to give up all vessels (when practicable) in the Basins to the resident Union riggers, Cardiff, Barry, and Penarth, having been proclaimed Union ports.

(Signed) J. HARRISON,

Branch Secretary.

Cogan, Feb. 4, 1890.

N.A.S. & F.U.

NOTICE.

The Editor of "SEAFARING" regrets that he has not the time to answer any of the numbers of letters he receives as to missing friends, and the movements of ships, neither can he undertake to give correspondents advice by letter. The sending of stamped envelopes for replies will make no difference.

NOTICE.

Seamen would do well to take careful note of the sums deducted from their wages for postage in foreign ports. Nearly all the letters received at the office of SEAFARING from seamen abroad are insufficiently stamped. The envelopes containing these letters will in future be preserved, so that seamen may compare the postage actually paid by the captain with the postage he has deducted from their wages.

BRISTOL SEAMEN'S CLOTHIER & OUTFITTER, &c.,

W. J. PIKE,

HOTWELL ROAD, BRISTOL,

Honorary Member Seamen's Union.

ADVANCE and HALF-PAY NOTES cashed very lowest terms; purchases at the time entirely optional.

Foreign Money Exchanged. No Commission to Runners.

NOTICE.

The following Resolution has been passed by the Liverpool Branches:—
"That those Members who went scabbing during the late Strike, and who do not come back at the present penalty of £1 and arrears of contributions, shall, on and after Feb. 8, 1890, be subject to the full penalty allowed by rule—namely, £3."

T. CONNORTY, Secretary,
Bootle Branch.

NATIONAL AMALGAMATED
SAILORS' AND FIREMEN'S UNION.

NOTICE TO SECRETARIES.

Secretaries requiring to insert Advertisements in "SEAFARING" are hereby informed that arrangements have been made which entitle the above Union to three columns of the advertising space of "SEAFARING" every week. Such Advertisements must be confined to Union business alone, and will be inserted in the order in which they arrive. Any Branch requiring an advertisement inserted after the three columns let to the Union have been filled, must pay for it at the usual rates.

Wilson Testimonial Fund.

THE following amounts have been received up to date.

	£	s.	d.
Aberdeen	0	10	0
Bootle	2	1	6
Belfast	1	18	4
Barrow-in-Furness	1	0	0
Dublin	1	4	9
Foreman	0	3	0
Green's Home	4	18	2
Glasgow	6	7	0
Goole	0	11	3
Grimsby	1	6	3
Gravesend	0	6	0
Hartlepool	0	6	0
Hull	2	0	0
King's Lynn	0	10	0
Liverpool	1	15	1
Leith	1	10	0
Middlesbrough	2	10	0
Newcastle	1	15	4
North Shields	1	16	1
Southampton	0	8	9
Sunderland	6	10	2
South Shields	3	7	3
Seaham Harbour	3	15	9
Yarmouth	0	2	6

£46 13 2

Collectors are requested to be good enough to keep their lists open till further notice, and to remit all monies in hand to Mr. J. R. England, 80, Dundas-street, Monkwearmouth, Sunderland.—
W. M. MAXWELL, Honorary Secretary.

NOTICE.

Union Men are requested to BOARD only at Boarding Houses which are ADVERTISED in "SEAFARING."

Members having complaints against Boarding Masters must send them in to the nearest Branch Secretary.

By order of the Executive, Sailors' and Firemen's Union,
J. H. WILSON, General Secretary.

The names and addresses of the keepers of Seamen's Boarding-houses will be inserted in SEAFARING at the rate of 2s. each per week, payable in advance. For 13 weeks the price is 15s.; for 26 weeks, 25s., payable in advance. These advertisements are intended as a Directory to seafaring men, so that on arriving at any port they have only to refer to SEAFARING to find where they can be comfortably boarded and fairly treated. No Seamen's Boarding-house will be advertised in SEAFARING on any terms unless recommended by the Branch Secretary of the Sailors' and Firemen's Union in whose district the house is situated.

NOTICE

TO

Branch Secretaries.

Branch Secretaries who have not yet done so are requested to at once inform the Editor of "SEAFARING" of the time and place of the weekly meetings of their Branches, also to furnish him with the name and address of the solicitor and medical officer of their respective Branches.

J. H. WILSON,

General Secretary,
Sailors' and Firemen's Union.

"COMMONWEAL"
SOCIALIST & LABOUR ADVOCATE.
Record and Review of the Labour Movement in all parts of the World.
SPECIMENS FREE.

ONE PENNY WEEKLY.

24, Great Queen's St., Lincoln's Inn Fields,
London, W.C.

£20

TOBACCONISTS COMMENCING.
Write for Illustrated Guide (240 pages, three stamps). "How to open respectably, £20 to £1,000."—
TOBACCONISTS' OUTFITTING COMPANY, 11 and 12, Beech-st., London, E.C., the largest and oldest complete Tobacconists' Furnishers in London.

NATIONAL UNION

OF

DOCK LABOURERS.

BRANCHES IN

ABERDEEN. GLASGOW. LEITH.
BO'NESS. GREENOCK. LIVERPOOL.
BIRKENHEAD. GRANGEMOUTH. MARYPORT.
BELFAST. LONDONDERBY. WORKINGTON.
And other Ports.

This Union works hand in hand with the London and Rotterdam Dockers' and the Sailors' and Firemen's Unions.

Grangemouth, 25th January, 1890.

As false reports detrimental to the Union are being industriously circulated by its opponents, it has been resolved to set the Grangemouth men right in this matter.

1st. A Union man is NOT required to leave his employment and go to work where the Union directs. On the contrary, the Union will use every effort to maintain men in any service they may be in.

2nd. In case of men ceasing work OR BEING DISCHARGED through any dispute, NO Unionist will come from ANY port to take their place, but every member of every Branch will contribute, if necessary, to the support of Unionists and their families, who are made victims to their principles.

3rd. Advertisements have been issued from Bo'ness for good WEEKLY dock labourers at GLASGOW UNION wages. The Union (?) wages offered by this stevedore are 22s. 6d. per week of 54 hours (exactly 5d. per hour). Now, there are NO WEEKLY MEN in the employ of stevedores in Glasgow. The only weekly men in that port are in the service of the large steamship companies at the Union wages of 27s. 6d. per week. Furthermore, this Bo'ness stevedore asks men to agree to give and receive FOURTEEN DAYS' NOTICE to terminate the agreement!

DOCK LABOURERS. BEWARE OF THIS TRAP!

Under such an agreement, a stevedore could prosecute and fine or imprison (by default) any man who ceased work in consequence of any dispute.

The Grangemouth Branch have passed an unanimous resolution not to enter into ANY such agreement with ANY stevedore.

Lastly, there are plenty of Union men in Bo'ness, who will work for Union wages.

BY ORDER OF THE COMMITTEE.

COMFORTABLE HOME FOR SEAMEN.

Mrs. G. GAWLER'S,
100, QUEEN STREET, BARRY.
Seamen Boarded by Day or Week according to Union Principles.

TO UNION MEN.
R. TARRANT.

"THE PEOPLE'S TAILOR."
118, RATHBONE STREET,
CANNING TOWN, E.

Quality, Style and Fit Guaranteed.
SUITS TO ORDER AT SHORTEST NOTICE.



TRADE MARK.

BEEF WINE
THE ONLY TONIC WHICH NOURISHES WHILE IT INVIGORATES.

BEEF WINE has most invigorating and strengthening qualities.
NO FAMILY SHOULD BE WITHOUT IT.

Ladies in delicate health, Invalids, and Aged Persons, will find it a most nutritious food, always ready by day or night.

BEEF WINE now stands in the very first rank of Tonic Foods.
SOLD BY ALL CHEMISTS, &c., at 2s. 9d. per Bottle.

Every Bottle has Trade Mark, "Bull and Vine," with the signature of the Proprietor and Sole Manufacturer in Red across the Label. None else genuine.

THE BEEF WINE COMPANY,
3, CATHERINE COURT, TOWER HILL, E.C.

N.B.—A "SAMPLE" BOTTLE SENT POST FREE TO ANY ADDRESS ON RECEIPT OF 1s. 6d.

**SAILORS' AND FIREMEN'S UNION
BOARDING HOUSE,
EDWARD MILTON, Proprietor,
"FORESTERS ARMS,"
81, EAST HOLBORN, SOUTH SHIELDS.**

— ESTABLISHED 1814 —
**THE ANCHOR HOUSE,
11, COMMERCIAL STREET, LEITH.
J. WILLIS, Manager.
Seamen's Clothier and General
Outfitter.**

Every description of Oilskins made to order. Suits
made to measure on the most reasonable terms and
shortest notice. Fit guaranteed. Seamen's bonuses
and notes cashed. Slop chests supplied.
N.B.—Special terms for members of the Seamen's Union

**SEAFARING MEN
IN LIVERPOOL
SHOULD DEAL WITH
TURKINGTON,
BUTCHER,
60, PADDINGTON.**

**JOHN MCINNES,
SEAMEN'S UNION BOARDING HOUSE,
12, Anderston Quay,
GLASGOW.**

**PEGGIES' DINING ROOMS,
64, DOCK STREET, DUNDEE.
Seafaring men of all classes will find the
above establishment
THE BEST PLACE TO GET
MEALS AT ALL HOURS.
MODERATE CHARGES.
ATTENTION AND CIVILITY GUARANTEED.**

**MEMBERS DESIROUS OF OBTAINING A
PHOTOGRAPH
OF THE
GENERAL SECRETARY,
CABINET SIZE,
CAN DO SO BY APPLYING TO
Mr. W. M. MAXWELL,
174, High Street East,
SUNDERLAND.**

**Norwegian Patented Fog Horns,
As used on board the New York Pilot Cutters,
And on board the Scandinavian War Ships.**

FOR SALE AT
**J. MATHIESEN'S,
SHIP CHANDLER,
31, SANDPORT STREET, LEITH.
SOLE AGENT FOR FORTH-OF-FORTH.**

**JOHN LEWIS,
Seamen's Union Outfitter, &c.
54, BROOMIELAW,
GLASGOW.**

**J. WARD'S
BOARD AND LODGINGS,
BY DAY OR WEEK.
17, OSBORNE STREET,
HULL.**

**J. J. ROBINSON
MARKET HOTEL,
MARKET PLACE,
MIDDLESBOROUGH.**

**ALLSOPP'S MILD & BITTER ALES & STOUT.
Choice Wines. Cigars of the Finest Quality. Middle-
borough Branch Meetings of the Sailors' and Firemen's
Union held at this house.**

**MRS. M. JONES,
Having returned to the Tyne, has opened the
UNION SEAMEN'S HOME,
31, DUKE STREET, NORTH SHIELDS,
Where Seafaring men will be treated in strict accord-
ance with Union principles.**

**NAUTICAL ACADEMY,
108, Fenchurch Street, London, E.C.
CAPTAIN BROUGHTON
Holds Certificates for Extra Master, Comp. Dev.,
and A.B. from H.M.S. President. Separate rooms
each grade. Seamanship class daily. £
DEVIASCOPE AND THE COLLISION AVERTER.**

**ADOLF LYCHE,
SCANDINAVIAN HOUSE,
142, BUTE ROAD,
CARDIFF.
PRACTICAL TAILOR & GENERAL OUTFITTER.
PERMANENT PHOTOGRAPHS.
Photographs of the highest finish at
MR. ALFRED FREKE'S
21, Duke Street, Cardiff.
CALL AND SEE THE SPECIMENS.**

**J. BREGARTNER,
THE BUTE DOCK CLOTHIER,
TAILOR & SHIRT MANUFACTURER.
Suits Made to Order on the shortest
Notice.**

**FIT & STYLE GUARANTEED.
Note the Address:—
182, BUTE ROAD, CARDIFF,
Terms: Cash only, which enables J. B. to sell
at the lowest price.**

**JAMES BRACKEN,
SEAMEN'S UNION
BOARDING HOUSE
182, BROOMIELAW, GLASGOW.**

Reliable **WATERPROOFS** suitable for all
climates at
**I. MANSCHESTER & Co.,
MANUFACTURERS,
11, DUKE STREET, CARDIFF**

ESTABLISHED 1858.
**SAMUEL & CO.,
140, BUTE ROAD,
CARDIFF;
TAILORS, OUTFITTERS & BOOT MAKERS
THE NOTED STORES FOR FAIR-
TRADING.**

New and Second-hand Sextants, Quadrants, and
Marine Glasses always in Stock.
**ADVANCE NOTES CASHED FOR 1s. IN THE
POUND.
N.B.—Special terms have been
arranged for all Members of
Seamen's Union.**

**UNION MEN IN LONDON
SHOULD GO TO
C. KELLY,
130 & 144, VICTORIA DOCK RD.
LONDON, E.
For Serges, Oilskins, Guernseys, Officers
and Seamen's Caps and Hosiery.
Hats, Ties, Scarves, Collars, &c., of the
Newest Style.**

**H. PHILLIPS,
PAWNBROKER,
TIDAL BASIN,
VICTORIA DOCKS.
SAILORS' OUTFITTER
IN ALL ITS BRANCHES.
PRESIDENT OF THE TIDAL BASIN BRANCH
SAILORS' & FIREMEN'S UNION.**

SEAFARING MEN VISITING SUNDERLAND

SHOULD GO TO

WILSON'S TEMPERANCE HOTEL AND DINING ROOMS,

174, HIGH STREET EAST, SUNDERLAND.

**NOTED FOR GOOD PLAIN COOKING. COMFORTABLE BEDS
MODERATE PRICES.**

BOARD AND LODGING BY THE DAY OR WEEK

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